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## American Railroad Journal.

New York, Saturday, February 15, 1873.

### Amount Paid the Union Pacific Railroad for Transportation.

In response to the House resolution calling for a statement of the amounts paid to the Union Pacific Railroad Company for army transportation, and an estimate of what said transportation would have cost if the railroad had not been constructed, the Secretary of War transmitted the report of the Quartermaster General, showing that the government has paid the Union Pacific Railroad Company for such transportation the following amounts, namely:—

During the year ending June 30, 1867...	\$111,401
During the year ending June 30, 1868...	969,286
During the year ending June 30, 1869...	478,586
During the year ending June 30, 1870...	487,288
During the year ending June 30, 1871...	701,246
During the year ending June 30, 1872...	481,980
During the year which will close June 30, 1873.....	121,854

Making a total of.....\$3,351,040

Of which one-half was paid in cash and one-half in credits on account of railroad bond indebtedness to the government. The Quartermaster Gen-

eral estimates that the cost of moving the same troops and supplies by stage and wagon would have been \$8,950,135, showing an estimated saving to the government by the railroad transportation of \$6,507,283, or about sixty per cent.

## TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 84 currency, yielding an income more than one third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington.

### Novel Lubricant for Journals.

Mr. ALBERT BRIDGES, of New York, the well known Railway Supply Manufacturer, has recently patented a Powder Lubricant for Car Journals and other bearings which is found upon trial to possess invaluable qualities for counterbalancing friction and preventing hot bearings. It is a fine white powder made from a mineral of talcose magnesian character, and free from grit. It is mixed with oil into a paste, is easily applied to shafting or car journals. New car journals packed with this paste can be put into immediate use, without fear of heating. The patentee states that many delays can be prevented by carrying the paste on the train ready for immediate use; as soon as a hot journal is discovered, apply the paste to the journal as directed, and there will be no necessity for delaying the train to cool off and repack the journal. If the journal is very hot it may burn out the oil with which the lubricant is

mixed, but it will not destroy in the least the anti-friction properties of the lubricant which is perfectly *incombustible*. On steamer journals and other heavy bearings, this lubricant has been found very efficient in preventing the heating of the surfaces where everything else has failed. Those who have trouble with hot journals had better make application to Mr. Bridges, who will supply the article, and full directions for use. Read the following testimonials:

ERIE RAILWAY CAR SHOP,

ELMIRA, N. Y., Feb. 1, 1873.

A. BRIDGES, Esq.,

46 Courtlandt St., New York.

DEAR SIR: For several months past your Lubricant has been used on the Erie Railway, and by what our several day and night car inspectors say, and what I know by personal observation, I can safely recommend it in every respect. I assure you it is a sure remedy for hot boxes. Our car inspectors now use no water to cool off journals—only your valuable remedy. It saves much labor for our men, and great detention of trains, as well as liners and axles destroyed. Besides the men on the trains, having the article with them, cure the hot boxes themselves, and we are not obliged to send men out on the road to fix cars half as much as we formerly did before using your Lubricant, as the conductors are not obliged to switch cars—which has been so common an occurrence. I never saw anything to compare with this material, although I have been in charge of the inspecting, oiling, etc., for the Erie Railway Company constantly for the last fifteen years, and have in that time used various kinds of lubricators for the prevention of hot journals; but this one of yours is far superior to them all. I can safely recommend it to every railroad to be a sure cure for hot boxes, making a saving of time and money. I have seen many instances, that are too numerous to mention, of blazing red hot boxes cooled by your Lubricant after running a short distance. The above statement will be confirmed by all our train men who have used it.

Yours respectfully,

WILLIAM MOFFET,

Foreman and Genl. Car Inspector, Elmira Car Shop, E. Ry.

I fully concur with the foregoing, and would say that I do not give out more than half the quantity of oil and waste since using your Lubricant that I did before.

WILLIAM WATTS,  
Store Keeper in charge of Supplies of Car Depart.  
Susqua. Division and Jefferson Branch,  
Elmira Car Shop, E. Ry.

FITCHBURG R. R. CAR SHOP,  
CHARLESTOWN, October 25th, 1872.  
ALBERT BRIDGES, Esq.,  
New York.

DEAR SIR:—I have used your Patent Lubricant in our Car Boxes for about a year. I find that it is just what you claim for it, and I believe a trial of it will satisfy any man that it is so.

I have used a number of kinds of Lubricators, and I do not hesitate to say that yours surpasses anything I have ever had.

For packing new boxes it is invaluable, and I don't believe any man will run out a new car without it, after he has tried it once.

Yours, &c.,  
ENOS VARNEY,  
M. C. B. F. R. R. Co.

OFFICE CUMMINGS' CAR WORKS,  
JERSEY CITY, Sept. 18th, 1872.  
MR. ALBERT BRIDGES,  
No. 46 Cortlandt St., N. Y.

DEAR SIR:—In relation to your Patent Lubricant, would say my experience with its use has been very satisfactory indeed, previous to the introduction of it to my notice, I packed the journals of all cars in the usual manner with waste and good Lubricating Oil, but was very much troubled by journals heating and in many instances the brasses would be entirely melted out, the car put in on side track, there to remain until new brasses could be put in before the car could resume its journey. This was a great annoyance and expense as it delayed the prompt delivery of our cars. Upon having my attention called to your Patent Lubricant I decided that I would give it a trial, and ordered a small quantity for that purpose the result of which was so satisfactory that I ordered it to be used in the boxes of all cars leaving this shop.

I would mention one case in particular where it was put to a very severe test, and one which proved to me its very great merits; I had some passenger coaches to go to Little Rock, Arkansas, a distance of about 1,350 miles. The journals were packed with the Lubricant when they left the shop and there was not a box cover removed until the cars arrived at their destination, and when the covers were taken off I was informed that the cars could have returned to Jersey City without disturbing the packing or adding a drop of oil to the journals.

I have no hesitancy in saying that it is the best Lubricant I have ever seen, as it not only prevents a journal heating but will cool a journal when hot; I also find it much cheaper than any good Lubricating Oil.

I would recommend the use of your Patent Lubricant to all parties having the management of railway rolling stock.

J. H. CUMMINGS,  
Supl. C. Car Works,

# Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers ...	\$1,532,820 03	\$1,608,214 74
" freight and exp. ...	1,044,780 50	1,088,676 36
" rents .....	8,265 90	9,476 47
" mails .....	38,791 24	39,891 24
" miscellaneous..	53,127 39	68,015 17
	\$2,678,895 06	\$2,814,273 98

Add earnings of New Castle and Frenchtown Line..... 83,676 06 85,634 60

Total of both roads. \$2,762,541 12 \$2,899,908 58

Expenses:

Repairs of road.....	\$372,455 30	\$190,038 76
" bridges ...	29,604 21	21,040 60
" locomotives	108,180 49	124,022 77
" cars .....	173,013 95	283,064 53
" stations, etc.	56,545 02	63,837 23
Passenger department	255,136 97	265,734 57
Freight department..	267,831 82	261,663 84
Susquehanna Bridge.	8,674 55	11,135 01
Fuel for locomotives.	109,325 53	118,370 83
Oil, tallow, waste, etc.	53,169 17	45,428 18
Insurance.....	6,614 40	5,734 29
Salaries.....	67,577 58	60,760 87
Tools.....	17,011 06	19,782 07
Switch, watchmen, etc.	45,833 33	49,839 98
Real estate, rents, repairs, etc.....	10,664 78	13,495 56
Law .....	8,824 18	4,501 97
Casualties, gratuities, damages, etc.....	10,152 62	8,130 04
Office, stationery, etc.	2,662 02	1,591 76
Removing ice & snow.	2,286 78	1,254 54
Taxes—State & local.	67,033 66	76,232 70

Operating New Castle & Frenchtown line including taxes and bonus to State of Delaware and New Castle County .... 72,920 29 66,013 28

\$1,765,518 71 \$1,691,673 38

Earnings less exp.... \$997,022 41 \$1,208,235 20  
Interest on bonded debt, ground rents, etc., less interest received..... 84,800 62 94,445 07

Balance..... \$912,221 79 \$1,113,790 13

Add balance to credit of revenue, November 1, 1871 ..... 494,889 23

Total. .... \$1,608,679 36

From which deduct—

Dividend Jan. 2, 1872, four per cent, and United States tax.. \$470,966 15  
Dividend July 5, 1872, four per cent..... 459,252 00

930,218 15  
\$678,461 21

Also deduct for expired right to cut wood from certain lands in Virginia; and also for losses by defaulters and bad debts prior to 1865 \$7,884 76

For losses by defaulters and bad debts subsequent to 1865 ..... 2,784 59

For forgery by a passenger agent at Balt. in 1871 .. 7,313 43

For amount taken to renewal fund reserved to meet extraordinary expenses for the year 1873..... 150,000 00

167,982 78

Leaving balance to credit of revenue

November 1, 1872..... \$610,478 49

The gross receipts as compared with those of 1871, show an increase of 4.98 per cent., while the expenses were less than those of 1871 by 4.25 per cent.

The miles run by locomotives were 1,065,517 in 1871, and 1,203,602 in 1872, an increase of 13 per cent. During the year the operating expenses were charged with new stations and rolling stock to the amount of \$177,000 which is equal to eleven per cent. of the whole amount of this account. The new rolling stock consists of two locomotives, eight passenger cars, and one hundred and forty freight cars. The old rolling stock was replaced by new to a considerable extent. The passenger trains have been generally fitted with Air Brakes, and all cars built within a few years past, have been fitted with warm water heating apparatus. All of your passenger and baggage cars have, for several years, been fitted with the Miller Platform, and your track with Wharton Switches, and self-adjusting steel frogs; and no rails excepting of steel or with steel heads, have been laid in it. So often as the iron rails now in the track require renewal, we intend to substitute steel rails therefor.

Experiments with block and road crossing signals were commenced early in the year, and are still in progress.

The Peninsular system of railroads tributary to your road, has been extended, by the construction of the Worcester and Somerset Railroad, from Newtown on the Pocomoke River to the Eastern Shore Railroad, a distance of nine miles; and of the Worcester Railroad, from Snow Hill, fourteen miles to Berlin on the Wicomico and Pocomoke Railroad.

The construction of the new road of this company between Philadelphia and Chester was sufficiently advanced to allow of the running of passenger trains regularly since November 18th, last. The cost of it will be larger than was anticipated. Several causes have worked together for this result. Since the commencement of the work the cost of labor has increased over 20 per cent., and much of the material has become enhanced in value by a still larger per centage. The contractors were embarrassed by strikes and the demoralization of labor; and the company was obliged to assume much of the work, which had been covered by the contracts. The land damages have been very large, and a part of the line near Gray's Ferry was relinquished in favor of a better but more costly one. It has been thought judicious to build more and larger station houses than those originally planned, and to provide substitutes for several grade crossings.

It is too early to measure the effect to be produced upon the business of the company by the existence of the new line. But as already several associations have been formed to improve the lands contiguous to it; and large investments made for the purpose; there is good reason to expect that we shall have eventually a local traffic commensurate with the cost of the new line.

In view of the large outlay on the new line and of the other new investments made by this company, it was found necessary to issue and sell five hundred thousand dollars of six per cent. bonds, payable in 1892, which was satisfactorily done.

Since the close of the fiscal year, a serious accident happened to one of our passenger trains near Edge Moor, resulting in the loss of two lives and the injury of fifteen persons more or less seriously. It was caused by disobedience or neglect of the long-established road rules of this company, on the part of a conductor, who, finding his locomotive power failing, sent a signalman back, but not until a following train was in dangerous proximity. That conductor had been in



the service of this company for nearly nine years, and was promoted to a conductor's grade more than four years since. He had earned the approbation of the public, and the confidence of your executive officers by general good conduct; and once, at least by prompt obedience of the very road rules which in this case he disregarded, he averted a serious accident under circumstances similar to those which resulted so sadly in this case.

With the exception of one passenger slightly injured in 1867, on the night of the 15th August, in consequence of the destruction of a culvert by a freshet, no casualty has happened to a passenger upon your road, unless as a consequence of his or her own act, during eight years next preceding November, 1872. During which interval this company transported more than 448,000,000 of passengers one mile, or an equivalent to more than 4,500,000 persons over the whole length of the road.

In conclusion, your directors take pleasure in stating that they believe the road and its business to be in a safe and prosperous condition.

The earnings of the New Castle and Frenchtown Railroad were:

	1871.	1872.
Passengers.....	\$25,014 22	\$25,000 04
Freight.....	57,780 60	59,753 32
Mail.....	881 24	881 24
	\$83,676 06	\$85,634 60

The company have 64 locomotives, of which 62 are coal burners and 2 wood burners. The number of miles run by engines over the Philadelphia, Wilmington and Baltimore Railroad, including service on Port Deposit Branch was 1,203,602. Miles run on Delaware Division, between Wilmington and Delmar, by coal burning engines, 295,194; by wood burning engines, 21,867.

The car equipment consists of: 11 twelve-wheel passenger, 2 twelve-wheel chair, and 1 twelve-wheel baggage car; 73 eight wheel passenger, 22 baggage, 3 compartment, 4 chair, 10 smoking and baggage, 5 baggage and mail, 16 express, 2 postal, 2 milk, 1 pay, 652 house, 76 stock, 318 platform, 109 dump, 90 truck, 50 lime, and 11 tool, construction, etc., cars.

#### CONDENSED BALANCE SHEET.

Railroad.....	\$8,090,535 35
Construction second track.....	398,606 38
Susquehanna bridge.....	1,616,102 08
Port Deposit Branch Railroad.....	217,536 65
Tramway, Washington avenue.....	18,813 15
Terminus on the Delaware at Washington avenue.....	76,400 06
Darby improvement.....	1,472,652 92
	\$11,890,736 59
Canton Improvement.....	57,622 29
Stock, New Castle and Frenchtown T. & R. R. Company.....	150,000 00
Real estate at Philadelphia, Chester, Wilmington, Elkton and Havre-de-Grace, including a portion for the Susquehanna Bridge and Port Deposit Branch Railroad—also at New Castle, Del.....	169,848 43
Stock and other securities at cost.....	\$1,416,571 77
Agent balances.....	21,578 94
Sundry accounts.....	250,653 67
Other roads and lines.....	48,875 25
Post office department.....	15,208 96
Wood, coal and materials on hand, including wood lands.....	183,852 08
Cash.....	175,395 80
	2,112,135 97
Advances to connecting roads.....	211,716 59
	\$14,592,059 87

Capital stock, 229,715 shares.....	\$11,486,750 00
Mortgage loan (convertible) due 1st July, 1884.....	400,000 00
Bonds 1st April, 1876.....	\$400,000 00
Bonds 1st April, 1887.....	1,000,000 00
Bonds 1st Oct., 1892.....	250,000 00
	1,650,000 00
Ground rent.....	10,000 00
	\$13,486,250 00
Dividends and interest.....	\$26,596 00
Sundry accounts.....	338 418 06
Other roads and lines.....	17,717 43
Interest—balance accrued on all liabilities to October 31, 1872.....	18,815 75
Delaware R. R. lease, for interest accrued from 1st July to Oct. 31, 1872, payable 1st January, 1873.....	43,784 21
	445,831 44
Renewed Fund.....	150,000 00
Balance to credit of revenue November 1, 1872.....	510,478 43
	\$14,592,059 87

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Isaac Hinckley, Samuel M. Felton, William Sellers, Samuel Welsh, Jesse Lane, Joseph Brinckhurst, Samuel Harlan, Jr., Thomas Kelso, Enoch Pratt, Thomas Donaldson, Thomas Whitridge, Samuel M. Shoemaker, Jacob Tome, Nathaniel Thayer, William Minot, Jr.

Secretary and Treasurer.—ALFRED HORNER.

#### Cost of the Hoosac Tunnel.

The Auditor of the State in his report recently submitted to the Legislature, gives the following account of the financial condition of the Troy and Greenfield Railroad and Hoosac Tunnel:

During the past year scrip to the amount of \$1,178,540 has been negotiated, leaving \$200,000—equal to \$968,000—of the authorized issue still unsold.

As the Hoosac Tunnel is nearing its completion, more than seven-eighths of its entire length having been penetrated, and legislation is being called for with a view to the consolidation of the line from Boston to Troy, it may be useful to present, in brief, a statement of the cost of the enterprise.

The Commonwealth issued to the Troy and Greenfield Railroad Company, while the work was under the control of that corporation;

Sterling bonds, £114,500, at \$4 84.....	\$554,180 00
Federal bonds.....	216,500 00
Federal bonds to purchase the Southern Vermont Railroad.....	200,000 00
	\$970,680 00

Since possession was taken by the Commonwealth, there had been expended to January 1, 1872, including interest on scrip, less materials, rents and interest, as per ledger account..... 7,014,821 04

Payments in 1872:	
For interest on scrip, paid from the revenue.....	473,311 38
On the contract of W. and F. Shanly.....	788,318 38
Interest on conditional indebtedness.....	13,750 00
On contract of McClallan, Son and Walker.....	54,250 27
Engineering and other expenditures.....	35,877 94
	\$892,196 59

Deduct receipts from sales of materials, rents and interest.....	49,666 17
	842,580 42

Total cost to Jan. 1, 1873.....\$9,801,342 84

The Sinking Fund amounts to \$1,232,549 82, a portion of which was created from a percentage on the original loans to the company, from rents, etc., with the accumulations thereon which will need to be deducted hereafter in determining the final cost to the Commonwealth.

Amount of contract with W. and F.

Shanly.....\$1,594,268 00

Payments upon the contract:

Paid in 1870.....	\$732,547 31
Paid in 1871.....	745,358 24
Paid in 1872.....	788,318 38
	2,266,223 93

Balance of contract.....\$2,328,044 07

Balance of cash in the fund Jan. 1, 1872.....\$1,025,767 49

Received from sales of materials in 1871.....\$5,523 26

Received from sales of materials 1872.....2,316 08

Bonds negotiated in 1872.....1,178,540 00

Payments in 1872.....\$892,196 59

Cash advanced to W. and F. Shanly under resolves of 1872, chap. 47.....100,000 00

Cash in the fund Jan. 1, 1873.....\$1,219,950 24

The payment to McClallan, Son & Walker, \$54,250 27, has been made from this fund, as the scrip authorized for the construction of the railroad from the western portal of the tunnel to the village of North Adams has not been negotiated. When this shall be done the said amount will be repaid to the fund.

#### United States Rolling Stock Co.

To the Shareholders of the United States Rolling Stock Co.:

At the date of my first report I informed the Shareholders that the Board of Trustees had decided to issue the balance (\$2,500,000) of the Capital Stock of the Company, originally subscribed for, in order to meet the payments falling due under the contracts already entered into for the construction of Stock, and which then amounted to \$4,960,366 60, being an excess of \$2,460,366 60 over the paid up capital.

I have to congratulate the shareholders upon the success which has attended the issue of the second half of the capital stock.

On the 4th instant Messrs. Bischoffsheim & Goldschmidt, the London Agents of the company, notified the board of trustees that all the shares had been taken, thus enabling them to place at the disposal of the company the amounts paid in as provided by the prospectus.

On the 20th of December last the board of trustees declared a dividend of 5½ per cent, payable on the 15th instant, making, with that previously declared and paid, a total dividend for the year of 8½ per cent, a very satisfactory result, as it must be borne in mind that that none of the stock has earned a full year's rental; a glance at the statements will give a clear and precise idea of the progression of the deliveries and of the rental earned therefrom.

The payments for stock amounted, on the 30th of June, 1872, to \$735,361 60; while on the 31st of December they foot up \$2,764,104 54.

The company owned on the same date:

28 Locomotives, representing a value of.....	\$319,200 00
35 First class passenger cars.....	176,567 13
15 Second class ".....	72,987 22
4 Combination cars.....	17,215 13
23 Baggage cars.....	51,240 26
2,735 Freight cars.....	2,172,764 24





The length of road in Massachusetts is 25.51 miles; do., in Rhode Island, 17.90 miles—total, 43.41 miles. Length of double track, 28.15 miles. Length of branch, 1 mile. Length of sidings 26 miles. Length of roads belonging to other companies operated by this company, 3.877 miles. Total miles of road operated by this company, 47,287 miles. The report says:

It will be noticed by the foregoing statement there has been a gratifying increase in the receipts of the road, notwithstanding a reduction of ten per cent, was made in March last in both the passenger and freight tariffs.

The double track has been extended, and is in operation from Worcester to Farnumville, a distance of about twelve miles, which, with the eighteen miles at this end, makes about two-thirds of the road double track. The remainder will be laid as the company is able to do it with its own labor, and in the mean time little or no inconvenience will be suffered for the want of this middle portion of the road.

The new and elegant passenger station at Pawtucket, built in connection with the Boston and Providence Railroad, has been finished, and is now being occupied. The passenger accommodations at Woonsocket have been much improved and enlarged; also the passenger station at Central Falls, and the new station at Ashton has been finished, and is being used. Six new passenger cars, four new and powerful locomotives, one hundred coal cars and ten platform cars have been added to the equipment, besides twenty-nine box and platform cars to cover depreciation. Four more passenger cars and two more locomotives are in process of construction, and will be placed upon the road during the coming spring, which will make the passenger and freight equipment very complete.

An arrangement has been made with the New Jersey Central Railroad and Pennsylvania Coal Companies, by which they are to build large and commodious wharves below India Point, for the landing and storage of coal, and this road is to connect therewith by a branch road to Valley Falls along the east side of Seekonk river, to be built on joint account with the Rhode Island and Massachusetts Railroad Company, which it is expected will be ready for operation during the present year, thus getting the coal traffic consigned to the company's wharves out of the streets of Providence.

The bridges in Massachusetts have all been widened for the double track and rebuilt at great expense, and the Orms street bridge in this city has also been finished and is being used.

An elevator for the storage of grain, of the capacity of nearly two hundred thousand bushels, has been constructed in Providence during the present year, which will relieve in a great measure the detention of cars for that purpose.

The usual maintenance of way has been fully kept up at an expense of more than one hundred and fifty thousand dollars, and altogether the road is in excellent condition for its business.

A semi-annual dividend of five per cent was declared payable in July last, and one of like amount has been declared payable at this time.

The Milford and Hopkinton Railroad is nearly finished. This, with the line from Woonsocket to Milford, will give us a connection with the Boston and Albany Railroad at Ashland.

A contract for a ten years lease of this road and to equip and run it has been made with this corporation, which it is expected will bring considerable additional trade to the city of Providence, and be another source of profit to this road.

To pay for the double track, the locomotives and cars, the erection of the new passenger stations at Pawtucket and Ashton, for the freight house at Woonsocket, the improvement on the passenger station at Woonsocket and at Central Falls, the grain elevator, &c., the company have incurred some additional debt which will no doubt be paid off at maturity from the surplus earnings of the road,—and now, gentlemen, your president,

congratulating you on the prosperous condition of your road, and as his own private affairs require more of his time, and particularly having served you as president for a period of nearly thirteen years and as director from the opening of the road with a few years hiatus, he must be allowed to retire at the coming annual election.

The company have 27 locomotives, 29 passenger cars, 6 mail and baggage cars, 239 eight-wheel and 76 four-wheel merchandise cars, 128 eight-wheel platform cars, and 561 four-wheel coal cars.

Miles run by passenger trains, 216,506; by freight trains, 267,510; by other trains, 23,570—total, 507,586. Number of passenger carried, 1,605,257; do., carried one mile, 14,471,984. Tons of merchandise carried, 521,866; do., carried one mile, 15,864,734.

#### BALANCE SHEET, September 30, 1872.

Construction.....	\$1,909,635 96
Cars .....	437,189 20
Locomotives.....	228,379 35

Total construction and equipment ..	\$2,575,204 51
Materials for operating and maintaining the road .....	\$125,565 58
Cash on hand .....	107,581 47
Note on hand .....	280 00
Advanced for elevator..	12,000 00

	\$245,427 05
Deduct balances due to other roads, &c. ....	48,052 01
	197,375 04

	\$2,772,579 55
Capital stock .....	\$2,000,000 00
Bonds payable .....	500,000 00
Notes payable .....	185,000 00

Total .....	\$2,685,000 00
Dividends unpaid .....	3,560 00
Surplus, (balance income account)..	84,019 55

\$2,772,579 55

President.—EARL P. MASON.

Directors.—Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, William S. Slater, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, John S. Needham, George A. Leete, Eben B. Phillips, John R. Balch.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

#### Our Philadelphia Iron Workers.

The *New York Times* of yesterday devotes several columns to a description of the leading foundries, rolling mills and other industrial establishments engaged in the manufacture of iron and steel and articles made from those metals, in this busy city. The writer seems to have been astonished at what his tour among these important industries developed. He has learned that our manufacturers turn out an annual product valued at four hundred millions of dollars, a large proportion of it being iron, and that we have twenty thousand workers in iron who represent at least a hundred thousand of the population. He is also willing to concede that "the arts of peace in the United States" have "found their greatest development, so far as manufacture is concerned, in the old peace-loving Quaker City." For New York to admit anything in favor of Philadelphia "is praise indeed."—In the article there is a detailed account given of the works of A. Whitney & Sons, car wheel makers; the machine tool works of William Sellers & Co. and William B. Bement & Co., the foundry of the Leibrandt & McDowell Stove Company, J. P. Morris & Co.'s works, William Cramp & Sons' iron ship yard, S. Robins & Son's Philadelphia Rolling Mills, Morris, Tasker & Co.'s foundry, Henry Dieston & Son's saw works, and several others. The Baldwin Locomotive Works are not described, the

writer reserving them for a special article, and stating that they are of too "overshadowing magnitude" for a "quarter of a column paragraph." This great establishment and the Pascal Iron Works of Messrs. Tasker & Co. he describes as "jewels resplendent as the Koh-i-noor in the richly gemmed crown of the Goddess of American manufacture." Our great establishments were found in the full tide of prosperity, and as in each branch—foundry, forge, machine shop, locomotive building, wheel making, iron ship yard, saw factory, tool mill—they stand at the head of their respective classes, our Philadelphia "Goddess of American manufacture" is fully satisfied with her jewels.—*Phila. Ledger*, Feb. 3.

## The Indiana and Illinois Central Railway Co.

Offers for sale its FIRST MORTGAGE 7 PER CENT. GOLD BONDS, 30 years to run, with ample Sinking Fund.

The Road runs due EAST and WEST from INDIANAPOLIS to DECATUR, 152 miles, through the richest settled country of the West. It crosses the BLOCK COAL FIELD of Indiana at its best point, and it cannot fail to have a LARGE LOCAL AND THROUGH BUSINESS, as it makes a great saving of distance and has low grades.

It is building for cash, by responsible stockholders, and is BONDED FOR MUCH LESS THAN ITS COST. Eighty five miles will be done and in profitable operation this Spring, the residue within the year. There is no better bond on the market. For pamphlets and information apply to

## Walker, Andrews & Co.

No. 14 WALL-ST.

#### Redemption of United States Bonds.

The following is an official list of the numbers and denominations of United States 5-20 bonds, issued under the act of February 25, 1862, to be called in for redemption after three months' notice from March 1. This call includes all the remaining bonds of the second series, together with half the original third series and \$10,000,000 of registered stock—the total amount being \$100,000,000, on which interest will cease June 1, 1873:

#### SECOND SERIES.

Denominations.	Numbers on bonds.	Amount of bonds.	Par value.
\$50s....	10,776@27,798	10,500	\$528,000
\$100s....	25,936@66,646	26,685	2,668,500
\$500s....	16,180@41,373	17,410	8,705,000
\$1,000s....	27,444@71,159	27,701	27,701,000

Total.....\$39,602,500

#### THIRD SERIES.

\$50s....	1@12,876	9,010	\$450,500
\$100s....	1@11,030	28,620	2,962,000
\$500s....	1@70,144	16,054	8,327,000
\$1,000s....	1@52,273	38,658	28,658,000

Total.....\$50,397,000  
Total both series.....\$90,000,000

#### REGISTERED BONDS.

\$50s....	841@1,300	66	\$3,800
\$100s....	5,991@9,419	782	78,200
\$500s....	2,959@5,660	507	253,500
\$1,000s....	13,151@22,918	1,780	1,780,000
\$5,000s....	4,103@7,265	439	2,195,000
\$10,000s....	4,775@9,600	569	5,690,000

Total.....\$10,000,000  
Total.....\$100,000,000

## RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	36,169	51,831	60,029	81,156	85,828	121,702	174,812	181,297	200,550	212,109	128,166	75,771	1,470,653
1868.....	64,403	86,937	81,396	96,431	106,855	164,729	269,590	261,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,004	218,982	391,308	485,048	668,270	556,080	532,657	511,554	609,788	579,042	535,366	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	671,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,284,659	1,285,576	1,299,900	1,007,125	12,900,126
1873.....	862,809	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	300,223	323,030	271,247	3,696,163
1867.....	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,599	361,701	4,508,643
1869.....	343,182	315,099	385,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,691,563
1870.....	281,109	316,037	342,897	348,039	408,666	408,669	418,709	606,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	358,964	461,290	466,097	533,655	507,617	473,227	455,607	377,687	377,687	5,278,910
1872.....	372,316	329,170	378,021	381,644	440,457	436,192	482,987	572,331	496,062	543,518	414,916	361,171	5,164,897
1873.....	392,568	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1865.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1866.....	273,876	317,839	380,555	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,568
1867.....	541,005	482,104	499,296	468,358	585,623	747,942	702,091	767,508	946,707	932,653	754,671	647,842	7,976,490
1868.....	623,566	599,917	623,545	537,519	553,948	625,953	608,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1869.....	696,147	674,664	765,996	774,280	895,712	893,658	888,214	1,068,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1870.....	724,880	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,581,171
1871.....	892,063	830,287	1,142,165	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1872.....	706,025	763,782	853,359	929,077	1,177,597	1,139,254	1,034,893	1,227,513	1,289,282	1,306,338	1,037,994	773,494	12,203,493
1873.....	655,423	602,182	774,994	787,641	1,094,101	952,899	851,946	1,099,337	1,281,574	1,047,318	1,004,235	852,422	11,008,277
1874.....	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	150,840	239,622	247,061	241,456	269,408	253,867	341,783	320,025	293,615	271,555	242,621	3,095,903
1870.....	209,060	226,897	246,182	246,046	270,199	274,021	249,555	319,012	317,887	359,239	319,573	284,156	3,273,719
1871.....	276,204	273,751	315,149	295,460	281,491	285,775	314,850	360,739	374,671	338,723	304,625	317,773	3,765,343
1872.....	327,538	318,927	354,766	366,960	378,493	329,434	330,970	404,286	419,439	428,598	396,514	337,464	4,380,129
1873.....	358,612	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eric:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,498,494	1,720,078	1,564,554	1,794,397	1,694,651	1,483,454	1,417,211	17,998,327
1872.....	1,333,994	1,294,976	1,460,173	1,458,512	1,729,218	1,493,951	1,560,023	1,625,243	1,643,454	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,316,831	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	651,041	7,517,629
1869.....	659,139	524,693	709,645	568,282	640,975	775,261	696,228	841,363	979,401	914,066	814,413	695,677	8,825,481
1870.....	623,383	661,789	601,226	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,571	8,678,958
1871.....	624,744	539,617	563,598	620,228	713,192	715,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	527,068	672,176	547,988	636,373	641,410	616,680	763,266	759,967	863,746	681,332	.....	.....
1873.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,296,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,624,582	1,526,512	1,433,931	17,322,614
1873.....	1,412,368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868.....	92,433	81,699	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,405	1,294,095
1869.....	98,517	91,668	103,558	109,526	111,033	118,648	114,496	129,358	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	115,173	119,650	115,115	118,572	127,341	166,191	175,498	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,193	1,629,927
1873.....	170,023	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1867.....	304,095	283,661	375,210	362,783	353,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,600,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,184
1870.....	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,968
1871.....	418,755	442,665	488,980	470,703	485,847	427,696	422,015	529,890	628,660	582,802	577,434	507,050	5,940,102
1872.....	505,586	484,022	558,533	607,678	593,641	505,314	505,808	550,908	667,849	785,338	616,024	576,783	6,988,479
1873.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,296	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,203	333,608	436,412	565,718	458,191	423,398	522,682	1,024,465	1,037,044	556,917	468,880	6,517,610
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,136	496,593	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,700	327,431	400,149	483,884	662,368	658,017	451,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702,848	513,787	6,957,739
1873.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	294,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871.....	212,005	219,504	319,765	286,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	298,952	3,680,696
1872.....	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867.....	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	



## CITY PASSENGER RAILROAD SHARE AND BOND LIST

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length track equity, single.	Horses and Carriages.	No. of Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	Rate.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,640	10,449	10	100	100	Albany: 1st Mortgage.....	40,000	7	J. & J.	1883	....	
Sept. 30, '71	1.04			Albany St. Freight (B'ton).Mass.	48,700	75,000		155	2,866	687		100	100	Avenue C: 1st Mortgage.....	681,000	7	M. & N.	1890	....	
Oct. 31, '71	7.25	12		Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	Bleecker St. & Fulton Ferry: 1st Mortgage.....	394,000	7	J. & J.	1880	....	
Sept. 30, '71	11.53			Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881	....	
Sept. 30, '71	22.00	440	55	Bleecker St. & F.F. (N.Y.C.).....N. Y.	1,775,049	900,000	694,000	11,282	302,398	69,430		100	100	Broadway and 7th Avenue: 1st Mortgage.....	600,000	7	J. & D.	1884	....	
Sept. 30, '71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1872	....	
Sept. 30, '71	1.25			Boston & West Roxbury.....Mass.	56,133	41,000			2,500	2,348		100	100	Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J. & J.	1881	....	
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn).....N. Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M. & N.	1878	....	
Sept. 30, '71	10.33	775	109	B'dway & 7th Av. (N.Y.C.).....N. Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	Cambridge (Boston): 1st Mortgage.....	150,000	6	J. & J.	1881	....	
Sept. 30, '71	7.00			Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100	Central Park, N. & E. River: 1st Mortgage.....	550,000	7	F. & A.	1882	....	
Sept. 30, '71	72.00	1479	297	Brooklyn City.....N. Y.	2,082,804	1,600,000	900,000	123,000	1,330,241	293,274	12	100	100	2d Mortgage.....	200,000	7	F. & A.	1882	....	
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200		100	100	Citizens' (Pbg.): 1st Mortgage.....	50,000	7	J. & J.	1879	....	
Sept. 30, '71	19.83			B'klyn. City, Hun. P. & P.P.N.Y.	616,730	300,000	300,000		180,178	14,687		100	100	Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J. & J.	1878	....	
Sept. 30, '71	15.20	201	69	Buffalo street.....N. Y.	429,557	377,000	75,000		698,241	179,551		100	100	D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	M. & B.	1874	....	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N. Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	Elighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	1881	....	
Sept. 30, '71	35.51			Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	102	42d St. & G'd St. Ferry (N.Y.): 1st Mortgage.....	215,000	7	A. & O.	1873	....	
Sept. 30, '71	1.74	20		Central City (Syracuse).....N. Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100	Frankford and Southwark: 1st Mortgage.....	175,500	7	J. & J.	1877	....	
Sept. 30, '71	46.00	802	142	Cen. P. & N.E.R. (N.Y.C.).....N. Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,153		100	100	2d Mortgage.....	51,500	7	M. & N.	1891	....	
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	194	Germantown: 1st Mortgage.....	250,000	7	J. & J.	1879	....	
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	2d mortgage.....	100,000	7	A. & O.	1884	....	
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn).....N. Y.	647,393	500,000	215,000	49,958	107,771	60,987		100	100	Grand St. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & J.	1878	90	
Sept. 30, '71	10.36	824	116	Dry Dock, E.B. & B. (N.Y.C.).....N. Y.	937,943	1,200,000	700,000		180,178	14,687		100	100	Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	90	
Sept. 30, '71	11.75	31	16	East New York & Jamaica N.Y.	259,608	175,800	92,700	1,632	698,241	179,551		100	100	Harl. Br. Morris' & Fordh.: 1st Mortgage.....	137,000	7	J. & J.	1877	....	
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,992	20,662			26,554	5,460		100	100	Hestonv, Mantua & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1880	....	
Sept. 30, '71	18.00	877	169	Elighth Avenue (N.Y. City).....N. Y.	1,690,134	1,000,000	203,000	35,000	9,757	2,658	5	25	25	Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	.....	1883	....	
Oct. 31, '71	5.25			Elmira and Horseheads.....N. Y.	43,000	22,500			702,672	154,662	12	100	100	Lynn and Boston: 1st Mortgage.....	50,000	7	J. & J.	1885	....	
Oct. 31, '71	2.20	20		Elrie City.....Pa.	36,987	19,807	20,458		14,371	3,268	50	42		Malden and Melrose: 1st Mortgage.....	60,000	6	A. & O.	1880	....	
Oct. 31, '71	5.00	72	13	Federal St. & Fl. Val. (Pbg.).....Pa.	46,799	65,000	25,000		41,167	7,504	25	25		Middlesex (Boston): 1st Mortgage.....	99,500	6	J. & D.	1884	....	
Sept. 30, '71	2.70			Fifth Ward (Syracuse).....N. Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100	2d Mortgage.....	25,000	7	J. & J.	1874	....	
Sept. 30, '71	9.63			42d St. & F.N.Y.C.).....N. Y.	1,054,379	745,000	215,000		382,619	97,898	6.5	100	100	Orange and Newark: 1st Mortgage.....	167,000	7	J. & J.	1876	....	
Oct. 31, '71	17.04	366	52	Frankford & Southwark (Ph.).....Pa.	830,364	491,750	227,000	80,000	13,924	2,226		100	100	1st Mortgage.....	200,000	6	J. & J.	1891	....	
Oct. 31, '71	3.25	22	6	Genesee & Water st. (Syr.).....N. Y.	59,926	42,500	12,700		335,899	92,899	6	50	50	2d mortgage.....	100,000	7	A. & O.	1884	....	
Oct. 31, '71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		19,257	183,932	23,518		100	100	Grand St. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & J.	1878	90
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	107,000	90,000	20,000	217,573	55,592	17.6	50	17	Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	90	
Sept. 30, '71	9.00	93	18	Gr'd St. & Newtown (B'klyn).....N. Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	Harl. Br. Morris' & Fordh.: 1st Mortgage.....	137,000	7	J. & J.	1877	....	
Sept. 30, '71	8.00			Gr'd St. Prop. Pk. & Flatbush.....N. Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	Hestonv, Mantua & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1880	....	
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).....Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15	Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	.....	1883	....	
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	25	25		Lynn and Boston: 1st Mortgage.....	50,000	7	J. & J.	1885	....	
Sept. 30, '71	10.00	120	24	Harim. Br. Morr. & F'dham N.Y.	254,295	123,540	137,000		85,554	27,669		100	100	Malden and Melrose: 1st Mortgage.....	60,000	6	A. & O.	1880	....	
Oct. 31, '71	20.40	362	51	Hest. Mant. & P'mount (Ph.).....Pa.	388,016	299,424	133,100		310,958	106,646	13.5	50	20	Middlesex (Boston): 1st Mortgage.....	99,500	6	J. & D.	1884	....	
Sept. 30, '71	3.56	31	9	Kingston and Rondout.....N. Y.	80,291	75,000			22,809	5,424	3.7	100	100	2d Mortgage.....	25,000	7	J. & J.	1874	....	
Oct. 31, '71	6.20	114	17	Lombard and South st. (Ph.).....Pa.	170,181	105,000	62,500		95,950	28,513	11.9	25	104	Orange and Newark: 1st Mortgage.....	167,000	7	J. & J.	1876	....	
Sept. 30, '71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830		4,500	32,185	2,182		100	100	1st Mortgage.....	200,000	6	J. & J.	1891	....	
Sept. 30, '71	11.82	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100	2d Mortgage.....	300,000	6	J. & J.	1883	....	
Sept. 30, '71	8.60			Malden and Melrose (B'tn).....Mass.	60,246	200,000			2,400	1,923		100	100	Park Avenue (B'kly): 1st Mortgage.....	188,000	7	J. & J.	1891	....	
Sept. 30, '71	1.07			Marginal Freight (Boston).....Mass.	1,040,558	500,000	500,000	36,326	32,262			100	100	Philadelphia City: 1st Mortgage.....	200,000	7	J. & J.	1881	....	
Sept. 30, '71	3.46			Medford & Charlestown (B'tn).....Mass.	34,600	21,000	4,000		505,066	153,192	10	100	100	Philadelphia and Darby: 1st Mortgage.....	57,000	7	M. & N.	1887	....	
Sept. 30, '71	6.27	48	16	Merrimack Valley.....Mass.	63,000	50,000			7,573	3,847	10	100	100	Ridge Av. & Manayunk: 1st Mortgage.....	350,000	7	J. & D.	1877	....	
Sept. 30, '71	43.10	958	325	Metropolitan (Boston).....Mass.	1,705,556	1,250,000		455,566	905,066	153,192										



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....100	43,280,000	J. & J.	Jan. '73 34	Long Island.....50	8,000,000	M. & B.	Sept. '71 8	Vermont and Mass.....100	32,860,000	M. & N.	Nov. '72 2
Allegheny Valley.....50	2,266,850	J. & J.	July '71 4	Louisv., Cin. and Lex.....50	1,623,483	J. & J.	July '69 3	Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 34
Atlanta and West Point.....100	1,232,200	J. & J.	July '71 4	"      "      " pref.100	848,700	J. & J.	July '72 44	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf.....100	3,693,200	J. & J.	July '71 34	Louisville & Nashville.....100	8,980,600	F. & A.	Feb. '73 3	West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
"      "      " pref.100	538,976	J. & J.	Sept. '72 4	Louisv., N. Alb. & Chi.....100	3,030,000	J. & D.	Dec. '70 3	Winchester & Potomac.....100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law.....100	39,494,900	M. & S.	Sept. '72 4	Lowell and Lawrence.....100	200,000	A. & O.	Oct. '72 3	Winchester & Strasburg.....100	600,000	J. & J.	July '72 34
"      "      " new 1870.100	1,500,000	A. & O.	Oct. '72 11	Lykens Valley.....20	600,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua.....75	1,400,555	J. & J.	Jan. '73 35
Avon, Genesee & Mt. M.....100	194,250	A. & O.	Nov. '72 5	Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5				
Baltimore and Ohio.....100	13,151,962	M. & N.	Nov. '72 5	Maine Central.....100	3,400,500	J. & J.	Jan. '73 5				
Washington Br. pref.....100	1,650,000	A. & O.	Oct. '72 5	Manchester and Law.....100	1,000,000	M. & N.	Nov. '72 5				
Parkersburg Br. pref.....100	6,680,885	J. & J.	Jan. '73 11	Marietta & Cincinnati.....50	1,372,891	M. & N.	Nov. '72 5				
Berkshire.....100	250,000	J. & D.	Dec. '72 24	"      "      " 1st pref.50	8,150,719	M. & S.	Sep. '66 34	Albany City.....100	110,300	— & —	Aug. '72 1
Blossburg & Corning.....50	10,634,100	M. & N.	Nov. '72 5	"      "      " 2d pref.50	4,460,368	M. & S.	Sep. '66 34	Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Boston and Albany.....100	683,200	J. & D.	Dec. '72 3	Massachusetts.....100	400,000	F. & A.	Feb. '73 3	Bleecker St. & F. Y. (N.Y.).....100	900,000	— & —	Oct. '72 4
Bos., Cin. & Fitchburg pref.100	60,000	M. & N.	Nov. '72 3	Memphis & Charleston.....25	5,312,755	F. & A.	Feb. '73 3	Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
"      "      " pref.100	800,000	M. & N.	Nov. '72 3	Michigan Central.....100	17,989,580	J. & J.	Jan. '69 3	Broadway (Brooklyn).....100	200,000	J.A. J.O.	Jan. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4	Mill Creek & Minehill.....50	823,375	J. & J.	July '72 5	Broadw. & 7th Av. (N.Y.).....100	2,100,000	J. & D.	Jun. '70
Boston and Maine.....500	6,000,000	M. & N.	Nov. '72 5	Millwaukee and St. Paul.....100	11,822,875	J. & J.	Dec. '70 74	Brooklyn City.....100	1,500,000	F.M.A.N.	Feb. '73 3
Boston and Providence.....100	3,950,000	M. & N.	Nov. '72 5	"      "      " pref.100	10,825,103	F. & A.	Feb. '70 74	Brooklyn City & Newt.....100	600,000	J. & J.	July '70
Buffalo, N. Y. & Erie.....100	1,380,000	F. & A.	Nov. '72 5	M. Hill & Schuyl. Hav.....50	3,856,459	J. & J.	Jan. '73 4	Brooklyn and Jamaica.....100	482,100	— & —	—
Burlington and Mo. Riv.....100	1,683,400	J. & J.	July '72 4	Morris and Essex.....50	13,998,500	J. & D.	Dec. '72 34	Brooklyn and Jamaica.....100	300,000	J. & J.	July '71 34
"      "      " pref.100	8,847,800	J. & J.	Jan. '73 24	Nashua and Lowell.....100	800,000	M. & N.	Nov. '72 5	Cambridge.....100	727,800	A. & O.	Oct. '72 4
Camden and Amboy.....100	379,020	J. & J.	Jan. '73 24	Naugahook.....100	1,864,400	F. & A.	Aug. '72 54	Can. Park, N. & E. Riv.....100	1,068,400	A. & O.	Oct. '67 2
Camden and Atlantic.....100	72,700	J. & J.	Jan. '73 24	Nesquehoning Valley.....50	1,000,000	M. & S.	Sept. '72 5	Citizens' (Phil.).....50	600,000	J. & J.	Jan. '73 7
"      "      " pref.50	915,577	J. & J.	Jan. '73 24	Newark and N. York.....100	977,400	J. & J.	Jan. '72 34	Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Cape Cod.....50	447,000	J. & D.	Dec. '72 3	N. Bedford & Taunton.....100	600,000	M. & N.	Nov. '72 5	Coney Island & Brookl.....100	500,000	— & —	—
Cape May and Millville.....50	426,900	J. & D.	Nov. '71 6	N. Castle & Beaver Val.....50	1,800,000	J. & J.	Aug. '69 124	D. Dock, E. B'dw. & Bat.....100	1,200,000	F.M.A.N.	Feb. '73 2
Catawba & Foggess.....50	1,159,500	M. & N.	Nov. '72 3	N. Haven & Northamp.....100	605,000	J. & J.	Sept. '72 3	Elizabeth and Newark.....100	1,000,000	J.A. J.O.	Oct. '71 3
Catawissa.....50	2,200,000	M. & N.	May '72 34	New Jersey.....100	7,295,200	J.A. J.O.	Sept. '72 3	42nd St. & G. St. Ferry.....100	748,000	M. & N.	Nov. '71 5
"      "      " pref.50	589,110	J. & J.	Jan. '73 5	New London Northern.....100	1,003,500	J. & J.	Jan. '73 24	Frankf. & Southw. (Ph.).....50	491,750	J. & J.	Jan. '73 5
Cayuga and Susq.....100	6,850,400	M. & N.	Nov. '72 1	N. Y. Cen. & Hudson R.....100	89,428,330	J. & J.	Jan. '73 5	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 3
Cedar Rapids & Mo. R.....100	769,600	F. & A.	Feb. '73 34	New York and Harlem.....100	8,500,000	J. & J.	Oct. '72 4	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Central of Georgia.....100	4,666,800	J. & J.	Jan. '73 5	"      "      " pref.100	1,500,000	J. & J.	Jan. '73 4	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central of New Jersey.....100	15,000,000	J.A. J.O.	Jan. '73 24	N. Y., N. H. & Harf.....100	15,500,000	J. & J.	Jan. '73 4	Green & Coates St. (Ph.).....50	500,000	J. & J.	Jan. '73 4
Central Ohio.....50	2,425,000	J. & D.	Dec. '72 3	N. Y. Provid. & Boston.....100	2,000,000	J.A. J.O.	Jan. '73 24	Heston, Mantau & Fairm.....100	2,050,000	J. & J.	Jan. '73 4-5
"      "      " pref.50	400,000	J. & D.	Dec. '72 3	Sing. Bridge & Canand.....100	1,000,000	J. & J.	July '72 3	Lomb. & South Sts. (Ph.).....25	105,000	A. & O.	Oct. '71 6
Chemung.....100	880,000	J.A. J.O.	Oct. '72 14	North Carolina.....100	4,000,000	irregular	Jan. '73 5	Lynn and Boston.....100	200,000	— & —	—
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '73 3	N. Eastern (N. O.) pref.100	111,000	M. & N.	May '67 4	Malden and Melrose.....100	200,000	— & —	—
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5	North Pennsylvania.....50	3,150,150	January	Jan. '72 54	Metropolitan (Boston).....50	1,500,000	J. & J.	Jan. '73 4
"      "      " pref.100	2,425,000	M. & S.	Sept. '72 5	Northern Central.....50	6,000,000	M. & N.	Nov. '72 3	Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 2
Chicago, Burl. & Quincy.....100	20,000,000	M. & S.	Sept. '72 5	N. rhorn N. Hampsh.....100	3,068,400	J. & J.	Dec. '72 4	Ninth Avenue (N. Y.).....100	197,320	— & —	—
Chicago, Iowa & Nebraska.....100	8,916,300	J. & J.	Jan. '73 4	Northern New Jersey.....100	1,000,000	J. & J.	Dec. '72 4	Orange and Newark.....100	282,555	— & —	—
Chicago & N. Western.....100	16,083,480	J. & D.	Dec. '72 34	Norwich & Worcester.....100	2,364,400	J. & J.	Jan. '72 5	Philadelphia City.....50	750,000	J. & J.	July '73 4
"      "      " pref.100	21,298,563	J. & D.	Dec. '72 34	Ogdensb. & L. Champ.....100	3,077,800	J. & J.	Jan. '73 3	Philadelphia and Darby.....20	200,000	J. & J.	July '71 2
Chicago, R. I. & Pacific.....100	19,000,000	A. & O.	Oct. '72 4	"      "      " pref.100	2,000,000	A. & O.	Oct. '72 4	Phila. and Grey's Ferry.....50	284,775	J. & J.	Jan. '73 24
Cin. Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '72 4	Ohio and Mississippi.....100	19,995,847	J. & D.	June '72 34	Pbg. Alleg. & Manchester.....50	200,000	M. & N.	Nov. '69 8
Cin. Sand. and Cleve.....50	2,980,550	— & —	Apr. '72 104	"      "      " pref.100	4,024,474	J. & D.	June '72 34	Second Avenue (N. Y.).....50	888,100	J.A. J.O.	Jan. '73 2
"      "      " pref.50	429,046	M. & N.	Nov. '72 3	Oil Cr. & Allegheny R.....50	4,259,450	J.A. J.O.	Jan. '73 5	17th & 19th street (Ph.).....50	992,100	J. & J.	Jan. '73 5
Clev., Col. Cin. & Ind.....100	13,914,000	F. & A.	Feb. '73 34	Old Colony & Newport.....100	6,297,900	J. & J.	Jan. '73 5	Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Cleveland & Mahoning.....50	2,057,599	M. & N.	May '72 34	Oswego and Syracuse.....100	482,400	F. & A.	Feb. '73 3	Third Avenue (N. Y.).....100	1,170,000	F.M.A.N.	Feb. '73 3
Cleveland & Pittsburg.....100	11,250,854	F.M.A.N.	Feb. '73 24	Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 3	13th & 15th street (Ph.).....50	1,000,000	J. & J.	Jan. '73 11
Col. Chic. & Ind. Cen.....100	13,000,000	J. & J.	Jan. '73 5	Panama.....100	7,900,000	J.A. J.O.	Jan. '73 3	Somerville (Boston).....100	75,000	M. & N.	Nov. '72 3
Col. Chic. & Ind. Xenia.....50	1,786,800	M.J.S.D.	Dec. '72 2	Paterson and Hudson.....100	636,000	J. & J.	Jan. '73 3	South Boston.....50	400,000	J.A. J.O.	Jan. '73 24
Columbus and Xenia.....50	848,964	F. & A.	Aug. '72 5	Paterson and Newark.....100	809,000	J. & J.	Jan. '73 4	Union (Boston).....100	200,000	— & —	July '72 74
Colum. & Hocking Val.....100	1,500,000	M. & N.	Nov. '72 5	Paterson and Ranap.....100	248,000	J. & J.	Jan. '73 4	Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
Concord.....100	850,000	J. & J.	Jan. '73 34	Pember. & Hightstown.....50	342,150	J. & J.	Jan. '71 3	West Philadelphia.....50	400,000	J. & J.	Jan. '73 8
Concord and Port.....100	2,100,000	F. & A.	Feb. '73 3	Pennsylvania.....50	39,500,000	M. & N.	Nov. '72 6				
Conneaut River.....100	1,850,000	J. & J.	Jan. '73 5	Peoria & Bureau Val.....100	1,200,000	F. & A.	Feb. '73 4				
Cooperstown and Susq.....100	307,383	A. & O.	Oct. '72 4	Philadelphia and Erie.....50	6,004,300	J. & J.	Jan. '73 4				
Cumberland Valley.....50	1,494,250	A. & O.	Oct. '72 4	"      "      " pref.50	2,400,000	J. & J.	Jan. '72 4				
Danbury and New Wal.....50	400,000	M.J.S.D.	Dec. '71 4	Phil. Ger. & Norristwn.....50	1,626,250	M.J.S.D.	Dec. '72 3				
Dela.....100	1,230,941	J. & J.	Jan. '73 3	Philadelphia & Reading.....50	30,014,775	J. & J.	Jan. '73 5				
Del., Lackaw. & Westn.....50	18,568,850	J.A. J.O.	Oct. '72 0	"      "      " pref.50	1,561,800	J.A. J.O.	Jan. '73 5				
Detroit & Milwaukee.....50	452,350	J. & J.	Dec. '69 7	Phila. and Trenton.....100	1,259,100	J. & J.	Jan. '73 4				
"      "      " pref.50	2,095,000	J. & J.	Dec. '69 7	Phila, W. & Balt.....50	11,485,750	J. & J.	Jan. '73 4				
Dubuque & Sioux City.....100	5,000,000	J. & J.	Jan. '73 4	Pittb., Ft. W. & Chi.....100	19,714,285	J.A. J.O.	Jan. '73 11				
East Pennsylvania.....50	1,309,200	J. & J.	Jan. '73 4	"      "      " Special Imp.100	2,000,000	J.A. J.O.	Jan. '73 11				
East Mahanoy.....100	392,950	J. & J.	Jan. '73 3	Pittsfield & N. Adama.....100	410,000	J. & J.	Jan. '73 11				
Eastern (Mass.).....100	4,462,600	J. & J.	Jan. '73 3	Port and Kooncebo.....100	616,700	J. & J.	Jan. '73 3				
Eastern (N. H.).....100	492,600	J. & J.	Jan. '73 3	Yarmouth certificates.....100	202,400	A. & O.	Apr. '72 3				
Kimira, Jef. & Canand.....100	600,000	F. & A.	Feb. '73 24	Portl. Saco & Portam.....100	1,500,000	J. & J.	Jan. '73 3				
Kimira & Williamsport.....50	500,000	M. & N.	Nov. '72 24	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '73 5				
"      "      " pref.50	600,000	J. & J.	Jan. '73 34	Railroad and Gaston.....100	1,500,000	J. & J.	July '71 6				
Erie Railway.....100	78,000,000	March	Mar. '73 11	Rensselaer & Saratoga.....100	6,000,000	J. & J.	Jan. '73 4				
"      "      " pref.100	8,539,910	J. & J.	Mar. '73 11	Roch. & Genesee Val.....110	557,500	— & —	Feb. '73 54				
Erie and Pittsburg.....100	1,090,250	M.J.S.D.	Dec. '72 11	Rome, Watert. and Ogd.....100	2,995,900	J. & J.	Feb. '73 54				
Fitchburg.....100	4,000,000	J. & J.	Jan. '73 4	Rutland.....100	2,700,000	F. & A.	Feb. '73 54				
Georgia.....100	4,156,000	J. & J.	July '72 4	"      "      " pref.100	4,300,000	J. & J.	Feb. '73 54				
Grand River Val. guar.....100	1,000,000	— & —	—	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2				
Grand Trunk, (Ca.).....100	14,367,946	— & —	—	St. L., Alt. & T. Haute.....100	2,300,000	— & —	May '68 7				
Great Western, (Ca.).....100	19,237,404	A. & O.	Oct. '72 34	"      "      " pref.100	2,040,000	— & —	May '68 7				
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '70 7	St. Louis and Iron Mt.....100	10,000,000	F. & A.	Feb. '73 3				
"      "      " pref.100	6,078,224	Annual	Aug. '70 7	St. L., Kan. C. & North.....100	12,000,000	— & —	Nov. '72 82				
Hanover Branch, (Ca.).....50	116,550	M. & N.	Nov. '72 5								



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.		
<b>National Securities Feb. 1, 1873.</b>													
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Massachusetts—(\$30,712,882):							
Loan of February 8, 1861.....registered	13,955,000	5	Jan. & July.	1874	110	.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....		
Loan of February 8, 1861.....coupon	13,752,000	5	Jan. & July.	1880	117 1/2	.. State (public works) scrip.....	364,000	5	June & Dec.	'72-'77	....		
Oregon War Bonds of March 2, 1861.....coupon	4,663,000	5	Jan. & July.	1880	118 1/2	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'78	....		
Loan of July 17, and Aug. 5, 1861.....registered	125,503,350	5	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	....		
Loan of Feb. 25, 1862 (5-20s).....registered	31,938,050	5	Jan. & July.	1881	117 1/2	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	99 1/2		
Loan of Feb. 25, 1862 (5-20s).....coupon	234,948,400	5	May & Nov.	1882	115 1/2	.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	98		
Loan of March 3, 1863.....registered	53,479,450	5	Jan. & Nov.	1882	115 1/2	.. Bounty Loan, 1864, £828,600 stg.....	4,000,744	5	"	1894	....		
Loan of March 3, 1863.....coupon	21,620,550	5	Jan. & July.	1881	117 1/2	.. War Loan (5-20) coupon, 1866.....	2,551,500	5	Mar. & Sept.	1886	....		
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	Jan. & July.	1881	117 1/2	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'88-'93	....		
Loan of June 30, 1864 (5-20s).....registered	32,967,050	5	Jan. & Nov.	1881	117 1/2	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'93	....		
Loan of June 30, 1864 (5-20s).....coupon	35,902,300	5	Jan. & Nov.	1881	118 1/2	.. Loan (B. H. & Erie R. R.) £743,600 stg.....	3,569,024	5	Jan. & July.	1900	....		
Loan of March 3, 1865 (5-20s).....registered	2,298,000	5	May & Nov.	1884	113	Michigan—(\$2,332,293):							
Loan of June 30, 1864 (5-20s).....coupon	32,967,050	5	May & Nov.	1884	113	.. Canal Bonds, 1859.....	81,000	5	Jan. & July.	1879	....		
Loan of March 3, 1865 (5-20s).....coupon	36,413,800	5	May & Nov.	1885	115 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	5	"	1873	....		
.. 2d series (5-20s).....registered	119,648,750	5	Jan. & July.	1885	115 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	1878	96		
.. 3d series (5-20s).....coupon	68,720,650	5	Jan. & July.	1885	115 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	1883	....		
.. 4th series (5-20s).....coupon	150,420,950	5	Jan. & July.	1885	114 1/2	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....		
.. 5th series (5-20s).....coupon	90,674,550	5	Jan. & July.	1887	114 1/2	.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....		
.. 6th series (5-20s).....coupon	225,197,450	5	Jan. & July.	1887	116 1/2	Minnesota—(\$350,000):							
.. 7th series (5-20s).....coupon	14,007,500	5	Jan. & July.	1889	115	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	....		
.. 8th series (5-20s).....coupon	24,630,300	5	Jan. & July.	1889	115	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	....		
Loan of March 3, 1864, (10-40s).....registered	139,901,350	5	Mar. & Sept.	1904	111 1/2	.. Railroad Bonds (suspended) 1868.....	2,275,000	...	June & Dec.	1883	....		
Consols of July 14, '70 & Jan. 20, '71.....registered	54,665,950	5	F. M. A. & N.	1904	114 1/2	Missouri—(\$17,669,000):							
Consols .. .. .. coupon	71,914,000	5	F. M. A. & N.	1881	115	.. State Bonds, proper, 1865-'68.....	439,000	5	Jan. & July.	'82-'90	94 1/2		
Consols .. .. .. coupon	1,980,000	4 1/2	F. M. A. & N.	1881	113 1/2	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	5	"	'87-'98	....		
Consols .. .. .. coupon	14,000,000	4 1/2	F. M. A. & N.	1886	....	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,486,000	7	"	'74-'90	58 1/2		
Consols .. .. .. coupon	678,000	4 1/2	F. M. A. & N.	1886	....	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	....		
Consols .. .. .. coupon	64,623,512	4 1/2	F. M. A. & N.	1901	....	Nevada—(\$600,000):							
U. S. Notes and Fractional Currency.....	404,155,833	nil				.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	....		
<b>State Securities, latest dates.</b>													
Alabama—(\$15,42,000):						New Hampshire—(\$2,405,400):							
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	'88-'92	59	.. War Loan Bonds, July 1, 1861.....	812,000	5	Jan. & July.	'71-'78	....		
.. Bonds (new), 1866, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92	83	.. War Loan Bonds, July 1, 1864.....	600,000	5	Mar. & Sept.	'84-'89	99		
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	5	"	"	'90-'91	.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.	'72-'74	....		
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	5	"	"	'90-'91	New Jersey—(\$2,896,200):							
Arkansas—(\$ 5,500,000):						.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.	'73-'84	101		
.. Funded Bonds, 1869 and 70.....	2,850,000	5	Jan. & July.	'90-'00	43	.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"	"	100		
.. Levee Bonds, 1871.....	2,185,000	7	"	"	1901	.. War Loan Bonds, 1864, tax free.....	584,400	5	"	"	'97-'02	....	
.. Deficiency Bonds, 1872.....	300,000	7	"	"	1882	New York—(\$38,121,600):							
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91	....	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	....		
California—(\$3,31,500):						.. General Fund Stock.....	800,000	5	"	"	1878	....	
.. Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	....	.. General Fund Stock.....	848,107	5	"	"	pleas.	....	
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	"	'83-'86	.. General Fund Stock.....	1,159,780	5	"	"	pleas.	....	
.. State Capital Bonds, 1871.....	250,000	7	"	"	1891	.. Canal Stock.....	1,103,420	5	"	"	1874	....	
Connecticut—(\$5,767,300):						.. Canal Stock.....	7,408,000	5	"	"	'72-'73	....	
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871	....	.. Canal Stock.....	2,572,000	5	"	"	'74-'75	106	
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	5	"	"	'83-'84	99	.. Canal Stock.....	880,000	5	"	"	1877	....
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874	....	.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	106		
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	"	"	1885	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	...	"	"	1877	106	
Florida—(\$7,728,865):						North Carolina—(\$29,900,045):							
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1888	....	.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.	'72-'92	84		
.. Bonds, 1868-'69.....	191,000	5	Various.	'88-'90	....	.. State (old) Bonds 1848 to 1860.....	3,839,000	5	April & Oct.	'72-'92	....		
.. Bonds, 1871.....	210,000	7	Various.	1901	....	.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.	'92-'98	13 1/2		
.. Loan to Jack, Pensa. & Mob. R.R., 1870.....	4,000,000	5	Jan. & July.	1900	....	.. State (new) Bonds, 1867 to 1870.....	1,859,000	5	April & Oct.	'92-'98	....		
Georgia—(\$10,494,500):						.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.	1900	27		
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48.....	866,000	5	Various.	'72-'74	....	.. Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.	1878	25		
.. Bonds for W. & Atl. R.R. 1842 and 1848.....	276,500	7	Various.	'72-'74	....	.. Special Tax Bonds.....	11,407,000	5	"	"	'98-'99	15	
.. Bonds for Atl. & Gulf R.R. '55, '59, '60 & '61.....	600,000	6	Feb. & Aug.	'78-'81	....	Ohio—(\$9,022,721):							
.. Bonds for Atl. & Gulf R.R., 1866.....	200,000	5	"	"	'81-'86	.. Loan of 1860 Bonds, skg f'd.....	882,894	5	Jan. & July.	1870	....		
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....	.. Loan of 1860 Bonds, skg f'd.....	1,600,000	5	"	"	1875	99	
.. Bonds of Acts of Sept. and Oct. 1870.....	4,830,000	7	Various.	1890	90	.. Loan of 1860 Bonds, skg f'd.....	1,495,309	5	"	"	1881	....	
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92	85	.. Loan of 1860 Bonds, skg f'd.....	2,400,000	5	"	"	1886	....	
Illinois—(\$2,133,634):						Oregon—(\$290,527):							
.. Interest Bonds, inscribed stock, 1847.....	971,834	5	Jan. & July.	1878	....	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....		
.. Refunded Stock Bonds, 1859.....	345,000	5	"	"	'77-'78	.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	"	1890	....	
.. Thornton Loan Bonds, 1861.....	102,000	5	"	"	1880	Pennsylvania—(\$23,272,966):							
.. War Loan Bonds, 1861.....	417,000	5	"	"	1880	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....		
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	....	.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	"	'72-'77	102	
Kansas—(\$1,336,675):						.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	"	'77-'82	....	
.. State Bonds (various) 1863 to 1864.....	110,675	5	Jan. & July.	'83-'84	....	.. Loan of Feb. 1867 (10-15s).....	7,890,550	5	"	"	'77-'82	105	
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	"	'78-'89	.. Loan of Feb. 1867 (15-25s).....	723,950	5	"	"	'82-'92	....	
Kentucky—(\$2,750,510):						.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	"	'82-'92	108	
.. State Bonds 1863 and '43.....	160,000	5	Mar. & Sept.	1873	....	.. Inclined Plane Loan, of April 1849.....	400,000	5	April & Oct.	1879	....		
.. State Bonds, 1840 to 1851.....	683,000	5	April & Oct.	'71-'72	....	.. State Stocks (old).....	1,997,050	5	Feb. & Aug.	1871	....		
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	5	Various.	'79-'94	....	.. (old).....	....	5	"	"	'77-'78	....	
Louisiana—(\$21,214,800):						.. (old).....	....	44	Jan. & July.	1882	....		
.. State Bonds, to R. R. Co's, 1840 to 1866.....	1,830,000	5	Various.	'93-'98	72	Rhode Island—(\$2,770,000):							
.. Deficiency (Treasury) Bonds 1863.....	750,000	5	Jan. & July.	1893	....	.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1882	99 1/2		
.. Funded coupons (new) 1866-'68.....	997,000	5	"	"	'86-'88	.. .. of Jan. 1863.....	200,000	5	April & Oct.	1893</			

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## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Adirondack:</b>							<b>Brunswick and Albany:</b>						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
<b>Alabama Central:</b>							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	<b>Buffalo, Bradford and Pittsburg:</b>						
<b>Alabama and Chattanooga:</b>							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	<b>Buffalo, Corry and Pittsburg:</b>						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
<b>Alabama and Georgia:</b>							<b>Buffalo, New York and Erie:</b>						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92½
<b>Albany and Susquehanna:</b>							<b>Buffalo, New York &amp; Phila.:</b>						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98½	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	96½	<b>Burlington, Cedar Rapids &amp; Minn.:</b>						
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92½	1st Mortgage coin or stg skg f'd..	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	92
<b>Albany Loan</b> .....	1,000,000	6	"	Albany.	1896	....	<b>Burlington and Missouri River:</b>						
<b>Alexandria and Fredericksburg:</b>							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	96
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
<b>Allegheny Valley:</b>							Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	110½
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	91½	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	....
Special Mortgage to Penn.....	3,500,000	6	"	Harrisburg.	....	87½	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	....
<b>Androscoggin:</b>							Stock (common) Bonds.....	1,377,840	8	"	"	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	<b>Burlington &amp; Mo. Riv. in Neb.:</b>						
<b>Arkansas Central (narrow gauge)</b>							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	100½
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	<b>Burlington and Southwestern:</b>						
<b>Atchison and Nebraska:</b>							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	<b>Cairo and Fulton (Arkansas):</b>						
<b>Atchison, Topeka and Santa Fe:</b>							1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87½	<b>Cairo and St. Louis (3 ft. gauge):</b>						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
<b>Atlanta and Richmond Air Line:</b>							<b>Cairo and Vincennes:</b>						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
<b>Atlantic and Great Western:</b>							<b>California Pacific:</b>						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	<b>Camden and Atlantic:</b>						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Camden.	1873	101
<b>Atlantic and Gulf:</b>							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	....
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	<b>Camden and Burlington County:</b>						
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	<b>Canada, Michigan and Chicago:</b>						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	1st Mort. (skg fd) for \$2,750,000..	.....	7	.....	New York.	....	....
<b>Atlantic and Lake Erie:</b>							<b>Canada Southern:</b>						
1st Mort. (gold) for \$5,000,000....	.....	7*	Jan. & July.	New York.	1901	....	1st Mort (skg fd) g'd for \$9,000,000	.....	7*	Jan. & July.	New York.	1906	....
<b>Atlantic, Miss. and Ohio (428 m.):</b>							<b>Carthage &amp; Burlington (C.B. &amp; Q.):</b>						
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
<b>Atlantic and North Carolina:</b>							<b>Catawissa:</b>						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
<b>Atlantic and Pacific:</b>							1st Mortgage (new).....	1,300,000	7	"	"	1900	100
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	<b>Chattel Mortgage.....</b>	208,550	10	"	"	'80-'89	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	"	"	1888	....	<b>Cazenovia and Canastota:</b>						
<b>Atlantic and St. Lawrence:</b>							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (sterling) of 1853...	484,000	6*	May & Nov.	London.	1878	....	<b>Cedar Falls and Minnesota (I. C.):</b>						
2d Mortgage (sterling) of 1864...	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	82½
3d Mortgage (sterling) of 1871...	712,932	6*	May & Nov.	"	1891	....	1st Mort. (W. to Minn. Line)...	1,377,000	7	Jan. & July.	"	1907	....
1st Mortgage, Portland Loan.....	787,000	6	"	N. Y. & Bost'n	1871	....	<b>Cedar Rapids &amp; Mo. Riv. (C. &amp; N.W.):</b>						
<b>Bald Eagle Valley:</b>							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	87½
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1916	83½
<b>Baltimore and Ohio:</b>							<b>Central Branch Union Pacific:</b>						
Loan of 1855-'75.....	863,250	6	Jan. & July.	Baltimore.	1875	97½	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1856-'80.....	579,500	6	"	"	1880	96½	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Loan of 1853-'58.....	1,710,500	6	April & Oct.	"	1885	96½	<b>Central of Georgia:</b>						
Loan of 1856-'90 (Balt.) skg fd..	3,645,683	6	Jan. & July.	"	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'96 (stg.) skg fund.	3,788,762	6	March & Sept.	London.	1895	....	<b>Central of Iowa:</b>						
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	61½
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1886	92	2d Mortgage, gold, \$4,000 p. m..	812,000	7*	April & Oct.	"	1901	....
<b>Baltimore and Potomac:</b>							<b>Central of New Jersey:</b>						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	"	1911	....	<b>New Mortgage for \$5,000,000....</b>	4,824,000	7	Feb. & Aug.	"	1890	103½
<b>Bangor and Piscataquis:</b>							<b>Loan of Lehigh C. &amp; Nav. Co. (ass'd)</b>	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	<b>Central Ohio (B. &amp; O.):</b>						
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	89
<b>Bay City and East Saginaw:</b>							<b>Central Pacific of California:</b>						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	104½
<b>Bedford and Bridgeport:</b>							Convertible 20 years bonds, gold	1,500,000	7*	"	"	1883	....
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	<b>State Aid B'ds (Int. by State) gold</b>	1,500,000	7*	"	"	1885	110½
<b>Belfast and Moosehead Lake:</b>							1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1899	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Calif. & Oregon) gold	6,000,000	6*	"	"	'89-'91	....
<b>Belleville and Southern Illinois:</b>							1st Mort. (S. Fr., Okla. & Ala.)..	1,500,000	6*	"	San Francisco	1890	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95	1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
<b>Beloit and Madison (C. &amp; N.W.):</b>							<b>Land bonds (Cen. Pac. Co.) gold</b>	9,155,000	6*	"	"	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	<b>Charleston and Savannah:</b>						
<b>Belvidere Delaware:</b>							1st Mortgage guar. by E. Car....	605,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage (guar. by C. & ..)	1,000,000	6	June & Dec.	New York.	1877	92	<b>Funded Interest on 1st Mort....</b>	157,400	7	"	"	1889	....
2d Mortgage (A. Co. and ..)	499,500	6	March & Sept.	Princeton.	1885	84	<b>Charlotte, Columbia &amp; Augusta:</b>						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
<b>Blue Ridge (S. Car.):</b>							<b>Charters:</b>						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.									



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"	77-87
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	83
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102 1/2	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100 1/2	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	"	1877
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	98	Cincinnati and Springfield:						
1st Mort. (St. L. J. & C.) assumed	564,000	7	"	"	1894	....	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	189,000	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	"	New York.	1901	....
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	111	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	"	1890	....	Clev. Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	102 1/2
Loan of 1872.....	738,000	8	Jan. & July.	New York.	1902	....	1st Mort. (C. & C. R. R.)..	323,000	7	June & Dec.	"	"	71-84
1st Mort. (Am. Cen. R.R.) guar.	600,000	8	"	"	1878	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	"	"	70-86
1st Mort. (Poo. & Han.) guar.....	1,000,000	8	April & Oct.	"	1879	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Dir. Poo. & Han.) guar	800,000	8	Jan. & July.	"	1889	95 1/2	1st Mortgage 1863.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	"	1879	....	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	"	"	1876
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	100 1/2	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	"	"	1878
1st Mort. (O. & Fox Rv.) guar.	1,260,000	8	"	"	1900	100	Clev. Mt. Vernon and Delaware:						
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	"	1890	101	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Chicago, Cincinnati and Louisville:							Cleveland and Pittsburg (Pa. Co.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
Chicago, Clinton & Dubuque:							3d Mortgage guar.....	1,358,000	7	May & Nov.	"	"	1875
1st Mort. guar. C. B. & C.	1,300,000	8	Jan. & July.	Boston.	1896	80	4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	"	"	1892
Chicago, Danville and Vincennes:							Consol. sinking fund guar.....	628,000	7	May & Nov.	"	"	1900
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	Colebrookdale:						
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	"	"	1912	....	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Chicago, Dubuque & Minnesota:							Colorado Central (3 ft. gauge):						
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Chicago and Illinois Southern:							Columbus, Chicago & Ind. Cent.:						
1st Mortgage for \$19,030 p. m.	.....	8	March & Sept.	New York.	1900	....	1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	11 1/2
Chicago and Iowa:							2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	"	"	1909
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	Columbus, Springfield and Cin.:						
Chicago, Iowa and Nebraska:							1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	Columbus and Hooking Valley:						
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
Chicago and Northwestern:							1st Mortgage (Branch).....	200,000	7	Jan. & July.	"	"	1880
Preferred sinking fund (193 m.)..	1,245,500	7	Feb. & Aug.	New York.	1885	102 1/2	General Mortgage.....	1,000,000	7	April & Oct.	"	"	1891
Funded coupons (193 m.).....	755,000	7	May & Nov.	"	1883	97 1/2	Columbus and Xenia:						
General 1st Mortgage (193 m.)..	3,588,000	7	Feb. & Aug.	"	1885	97	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1860	....
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	"	"	1885	....	Connecticut and Passumpsic Riv.:						
Green Bay Ext. (26 m. & 76,000 a.)	300,000	7	"	"	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	86 1/2
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	"	1874	....	Notes payable, conv. at par....	594,000	7	"	"	"	1876
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	"	1882	101	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	"	1889
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	"	1875	98	Connecticut River:						
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	"	1884	....	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Wigin & State Line ( " ).....	135,000	7	"	"	1878	....	Connecticut Valley:						
1st Mort. (Peninsula 79 m. & land)	767,000	7	March & Sept.	"	1898	95	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Consol. skg fund (C. & N.W.R'y)	2,550,000	7	F. M. A. & N.	"	1915	91	Connecticut Western:						
Equipm't (Eng. & Cars, \$2,750,000)	275,000	10	May & Nov.	"	1871	....	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
1st Mort. (Madison Exten.) gold.	3,160,000	7*	"	"	1911	....	Connecting (Philadelphia):						
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	"	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88 1/2
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1874	93 1/2	Cooperstown and Susq. Valley:						
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
3d Mort. ( " ) guar.....	10,500	7	June & Dec.	"	1898	....	Cowanesque Valley:						
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	"	1898	93	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1888	....	Cumberl'd & Penn. (Consol. Coal):						
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	March & Sept.	New York.	1891	....
1st Mort. (skg fd gold \$25,000 p.m.)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000 p.m.	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	"	"	"	1908
1st Mort. of Nov. 1, '71, \$16,000 p.m.	.....	8	March & Sept.	"	1891	....	Plain bonds.....	81,800	6	Jan. & July.	"	"	1884
Chicago, Omaha and St. Joseph:							Danbury and Norwalk.						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.)							1st Mortgage of July 1, 1870....	200,000	7	"	"	"	1890
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi., Pekin & Southw'n (C.B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & B.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. & B.I. & Pac.)	8,600,000	7*	"	"	1896	101 1/2	1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C. & B.I. & Pac.)							2d Mortgage, guar.....	642,000	7	March & Sept.	"	"	1887
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	700,000	7	April & Oct.	"	"	1888
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	"	"	81-04
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	"	"	1879
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	252,445	6	"	"	"	1879
1st M. (Chi. & Sup.) g'd \$5,000,000	.....	7*	Jan. & July.	"	1902	....	Dayton and Western (Pa. Co.):						
Chillicothe & Brunswick:							1st Mortgage.....	275,00,					

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage (.....)	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. (.....)	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Gold. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	New York.	1873	....	2d Mortgage gold.....	1,000,000	5*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	"	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	95	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort' not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	93	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	99
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren & Pittsburgh:							Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,360,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds \$2,838,335.	14,191,616	5*	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,655,765.	8,428,825	4*	"	"	....	....
1st Mort. end \$10,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debentures \$3,111,500	15,557,500	.....	"	Ottawa.	....	....
East Brandywine & Waynesburg.							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common (Company) Bonds....	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common (.....) Bonds....	2,993,973	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98 1/2	Common (.....) Bonds....	2,662,067	5 1/2	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V.&G.):							Common (.....) Bonds....	4,867	5	"	"	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common (.....) Bonds....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....
1st Mort., skz fund for \$3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90 1/2	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94 1/2	Hannibal and Naples (T.W.&W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	96 1/2
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1888	91 1/2	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	93 1/2	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	"	"	1882	100 1/2	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	88
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91 1/2
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m)	5,000	10	"	"	1872	....
Elmira and Williamsport (N.Cen.):							Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	93 1/2
Income Mortgage guaranteed.....	570,000	5	April & Oct.	"	1872	60	1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....
Erie Railway:							1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	1886	100
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	102	General Land Mortgage (277 m.)	1,184,100	7	April & Oct.	"	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	100 1/2	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
3d Mortgage.....	6,000,000	7	"	"	1883	99 1/2	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	96	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	928,500	7	June & Dec.	"	1888	97	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	90
Sterling Loan (\$1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	NY & London.	1920	95	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skz fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skz f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&PM):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,059,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skz fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skz fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O.Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	105
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	267,500	7				



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1887	\$1,550,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	101
1st Mortgage (C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870.....	3,699,000	7	J. A. J. & O.	" "	1890	99
1st Mortgage ( " ) of 1889	1,666,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.....	1,334,000	7	Jan. & July.	" "	1890	101
Indianapolis & St. Louis:							Dividend (Lake Shore) Ap. 1, '89	1,500,000	7	April & Oct.	" "	1899	90
1st Mortgage.....		7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1884.....	500,000	7	Jan. & July.	" "	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	" "	" "	1880	98
1st Mortgage.....		7	April & Oct.	" "	1916	....	3d Mort. Oct. 1, '87	1,000,000	7	April & Oct.	" "	1892	98
2d Mortgage.....	1,000,000	7	" "	" "	1900	....	1st Mort. (June R.R.) Dec. 1, 1862	115,000	7	June & Dec.	" "	1872	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Iowa Eastern:							Mort. April 1, 1866	864,000	7	April & Oct.	" "	1886	98
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1857	2,692,000	7	" "	" "	1877	99
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858	100,000	7	May & Nov.	" "	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	106	Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886	....
Ironton (Penn.):							Mort. April 1, 1863	3,000,000	7	April & Oct.	" "	1896	96
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	95
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	101	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1888	108	1st M. July 1, '68 (K.A. & L. & Gr.R.)	840,000	8	" "	" "	1888	....
2d Mortgage.....	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	" "	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1895	....
Jamestown & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.....	355,000	7	Feb. & Aug.			

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,516,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold .....	600,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stratsville						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000pm.		8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	....	New H. Middle'n & Willman:						
1st Mortgage, sinking fund conv.	2,204,000	8	"	"	1882	115	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	99	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	106	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	99	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. guar.	640,000	8	May & Nov.	"	1889	....	New Jersey See United Compan's.						
2d Mort. ( " ) guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free .....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)...	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000..		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1886	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	85	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	92	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.)...	3,793,000	7	Jan. & July.	"	1897	89	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	87	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	105	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	95	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....		8	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$13,000 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,836,626	6	May & Nov.	New York.	1883	93
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	102
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. L. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1884 renewed ( " )	2,900,000	6	June & Dec.	"	1887	91
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " ) .....	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899-71	....	Consol. Mort. for \$40,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000pm.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1866.....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	181-98	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	99
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	85
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tubo & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,933,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1890	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74	....	1st Mortgage gold, \$35,000 p. m..		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	1st Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,890	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869....						



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	82½
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	100½	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,130,500	6	Jan. & July.	Philadelphia.	1896	80
Ohio and Mississippi:							Loan of 1870, convertible.....	2,620,000	7	"	"	1880	....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	113,000	6	"	"	1886	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	95
2d Mortgage (W. Div.).....	534,000	7	"	"	1874	88	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1898	104
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1890 stg.....	182,400	5½	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	93½	Mortgage Loan of 1848 stg.....	976,800	6½	"	"	1880	....
Consolidated Mort. (sterling)...	101,850	7½	"	London.	1898	....	Mortgage Loan of 1836 stg.....	110,400	7½	"	"	1872	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,000	7½	"	"	'74-'77	....
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83	Consolidated Dollar coupon.....	5,600,000	7	June & Dec.	Philadelphia.	1911	101½
1st Mortgage (War. & Fkn).....	580,000	7	April & Oct.	"	1882	80½	Mortgage registered	1,462,000	7	"	"	1911	103
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	77½	Gold or stg coup.	4,000,000	6½	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871. Gold or stg reg.	624,000	6½	"	"	1911	97½
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96½	Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102½	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	11½
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1890	87½	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Clin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	77
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	87	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	....
3d Mort. " " " "	598,000	8	May & Nov.	Richmond.	1873	95	1st Mort. (Ct. & Newk. 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " "	674,000	8	March & Sept.	Alexandria.	1880	83½	Pittsburg & Connelville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	78½	1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10½ m.)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Oase Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	103½
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,080	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	98½
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	95
1st Mortgage gold.....	7,000,000	6½	Feb. & Aug.	New York.	1888	90	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	82	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	101
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6½	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lea, Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7½	May & Nov.	New York.	1889	....
1st Mortgage gold for \$2,805,000.	1,071,000	7½	Feb. & Aug.	New York.	1892	....	Portland & Ogdensb. (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.....	800,000	6½	Jan. & July.	Boston.	1900	....
1st Mortgage, stg \$19,350.....	93,847	7½	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6½	May & Nov.	"	1901	....
General Mortgage, stg \$597,800.	3,869,330	7½	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6½	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	7½	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Patterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.V. & W.):							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal ten).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U.C. of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg f'd.....	1,500,000	7½	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7½	"	"	1889	....
Peninsular Railway:							Pongkepa and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7½	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free..	800,000	7½	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7½	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	Quincy, Alton and St. Louis:						
2d Mortgage ( " " " " ).....	2,594,000	6	April & Oct.	London.	1875	99½	1st Mortgage gold.....	850,000	7½	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " " " " ).....	2,282,240	6	"	"	1875	....	Quincy and Toledo (T.W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1900	91
State lien for \$17,500,000, skg f'd	5,788,905	5	April & Oct.	Harrisburg.	'72-'90	....	Quincy & Warsaw (C.B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100½
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) skg fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort. ....	200,000	7	" "	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	" "	"	1900	97 1/2	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	87	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1894	81	1st Mortgage skg fund, assumed...	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94 1/2	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	98	2d preferred bonds.....	617,000	6	" "	"	'84-'90	72 1/2
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	91 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	" "	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscookee) conv..	300,000	7	" "	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Land)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Land...	6,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund.....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Land...	3,000,000	7	" "	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$18,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	Summit Branch:						
Sand., Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
Savannah and Charleston:							Suspens. Brid. & Erie Junc. (Erie):						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	4...	Sussex (N. J.):						
Funded Interest bonds.....	157,400	7	" "	"	1889	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Savannah, Griffin & North Ala.:							Swedesboro (W. Jer.):						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	Tebos and Neosho (M. K. C. & T.):						
Selma and Gulf:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:						
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	Tioga:						
Selma, Rome and Dalton:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1897	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (E. Div.) 110 m....	1,800,000	7	June & Dec.	New York.	1894	92
Equipment Mortgage.....	230,000	10	" "	"	1881	....	1st Mortgage (W. Div.) 117 m....	1,800,000	7	Feb. & Aug.	"	1896	88
Shamokin Valley & Pottav. (N.C.):							2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	85
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
Shoebogyan and Fond du Lac:							Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	87 1/2
1st Mortgage extension.....	694,000	8	April & Oct.	"	1866	....	Tom's River & Watert. (N.J. So.):						
Shenango and Allegheny:							1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. & ):						
Shenango Valley (Ct.):							1st Mortgage skg fund, war....	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	360,000	7	April & Oct.	New York.	1891	....	Troy and Boston:						
Shore Line (N. Y. & N. H.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Sioux City and St. Paul:							3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	Convertible Bonds.....	648,000	7	" "	"	1862	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....							



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	96½	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	"	"	1890	96	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st Mort. (Gt. W. R. W. D. 100m.)	4,000	10	April & Oct.	"	1868	94	2d Mort.	300,000	6	"	"	1890	97
1st M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1898	94	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	84
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	90	2d Mortgage preferred.	600,000	6	"	"	1895	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	90	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	96
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	93	Western Pacific (Cen. Pac.):						
2d Mort. (T. Wab. & Wt. 187 m.)	1,500,000	7	"	"	1871	93	1st Mortgage assumed, gold.	2,735,000	6*	Jan. & July.	New York.	1890	94
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	90	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	85	1st Mortgage (main line 67 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	85	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	89½	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union and Depot:							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	"	1896	93½
2d Mortgage, guaranteed.	180,000	6	"	"	1878	....	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
Tuckerton:							West Wisconsin:						
1st Mortgage.	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy)	27,236,000	6	"	"	'96-'99	87½	Wicomco and Pocomoke:						
1st Mort. Land Grant	9,193,000	7	April & Oct.	"	1899	77½	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage.	10,000,000	10	March & Sept.	"	1874	73	Williamston and Tarboro:						
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8*	April & Oct.	London.	1896	....	1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	79½
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	'96-'78	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M.K. & T.):							1st mortgage.	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.	3,695,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage.	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
United Companies of New Jer.:							2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	86
Sinking Fund sterling £282,000.	1,268,080	6*	Jan. & July.	London.	1880	....	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....	Sterling Bonds.	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug.	New York.	1875	97	Currency Bonds	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (" "													

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

On schedule (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad". A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.														
Railroad.			Property and Assets.			Liabilities.			Operations.					
Years ending.			Rolling Stock.			Accounts and Cash.			Earnings.					
2d Track and Sidings.			Railroad in progress.			Engines.			Dividends.					
Branch Line.			Cars.			Freight.			Net.					
Mr. in Lane.			Pass.			B. M. E.			Gross.					
M.			M.			M.			M.					
M.			M.			M.			M.					
Sept. 30, 1871	15,125.0	60.2	3	2	56	1,108,000	3,763,000	930,000	1,001,288	60.2	41,224	22,320	77,954	12,769
Oct. 31, 1871	14.8	14.8	3	2	400	10,600,000	2,700,000	7,938,000	2,500,000	290.0	22,320	22,320	77,954	12,769
Nov. 30, 1871	81.3	81.3	13	8	101	10,600,000	2,700,000	7,938,000	2,500,000	92.8	22,320	22,320	77,954	12,769
Dec. 31, 1871	85.6	85.6	13	8	749	8,830,663	3,290,000	4,399,000	83,440	164.0	22,320	22,320	77,954	12,769
Jan. 31, 1872	112.0	112.0	4	2	1	2,056	2,256,350	600,000	502,437	132.0	22,320	22,320	77,954	12,769
Feb. 28, 1872	31.8	31.8	5	10	23	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Mar. 31, 1872	2.0	2.0	3	3	35	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Apr. 30, 1872	1.8	1.8	3	3	28	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
May 31, 1872	23.0	23.0	4	4	28	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Jun. 30, 1872	30.4	30.4	4	4	28	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Jul. 31, 1872	8.9	8.9	6	6	121	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Aug. 31, 1872	20.0	20.0	6	6	46	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Sept. 30, 1872	106.6	106.6	166	78	33	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Oct. 31, 1872	106.4	106.4	166	78	33	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Nov. 30, 1872	20.0	20.0	76	28	14	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Dec. 31, 1872	24.7	24.7	33	35	13	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Jan. 31, 1873	1.6	1.6	2	2	1	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Feb. 28, 1873	5.3	5.3	2	2	1	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Mar. 31, 1873	32.0	32.0	335	167	41	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Apr. 30, 1873	32.0	32.0	335	167	41	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
May 31, 1873	103.5	103.5	30	30	30	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Jun. 30, 1873	32.7	32.7	3	3	3	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Jul. 31, 1873	21.2	21.2	3	3	3	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Aug. 31, 1873	6.7	6.7	3	3	3	445,000	350,000	1,067,287	579,081	20.5	22,320	22,320	77,954	12,769
Sept. 30, 1873	48.0	48.0	304	4	160	33,200	1,818,262	715,973	910,463	15.6	3,096,313	2,009,332	7,062,542	2,127,983
Oct. 31, 1873	1.0	1.0	14	18	11	469	20,394	29,207	2,991	23.4	296,019	235,297	447,802	80,462
Nov. 30, 1873	41.3	41.3	22	22	18	375	241,981	387,182	1,018,707	65.9	1,760,942	1,334,292	2,941,777	872,498
Dec. 31, 1873	72.0	72.0	22	22	30	375	241,981	387,182	1,018,707	112.5	1,760,942	1,334,292	2,941,777	872,498
Jan. 31, 1874	38.8	38.8	33	43	13	665	2,679,950	2,679,950	2,679,950	70.2	1,760,942	1,334,292	2,941,777	872,498
Feb. 28, 1874	66.4	66.4	49	58	28	1,025,188	824,913	903,875	646,863	1,012,870	1,760,942	1,334,292	2,941,777	872,498
Mar. 31, 1874	8.5	8.5	6	6	6	903,875	824,913	903,875	646,863	1,012,870	1,760,942	1,334,292	2,941,777	872,498
Apr. 30, 1874	62.0	62.0	30	37	2	890,372	1,100,977	1,100,977	1,100,977	66.4	1,760,942	1,334,292	2,941,777	872,498
May 31, 1874	12.0	12.0	6	6	14	2,647,004	2,647,004	2,647,004	2,647,004	172.0	1,760,942	1,334,292	2,941,777	872,498
Jun. 30, 1874	2.0	2.0	7	6	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Jul. 31, 1874	6.2	6.2	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Aug. 31, 1874	14.2	14.2	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Sept. 30, 1874	3.2	3.2	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Oct. 31, 1874	20.0	20.0	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Nov. 30, 1874	42.4	42.4	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Dec. 31, 1874	3.0	3.0	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Jan. 31, 1875	210.0	210.0	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Feb. 28, 1875	31.9	31.9	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Mar. 31, 1875	61.2	61.2	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Apr. 30, 1875	7.2	7.2	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
May 31, 1875	4.9	4.9	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Jun. 30, 1875	1.0	1.0	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Jul. 31, 1875	2.0	2.0	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Aug. 31, 1875	4.0	4.0	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Sept. 30, 1875	1.3	1.3	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Oct. 31, 1875	2.5	2.5	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Nov. 30, 1875	19.3	19.3	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Dec. 31, 1875	58.6	58.6	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Jan. 31, 1876	10.2	10.2	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Feb. 28, 1876	27.2	27.2	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Mar. 31, 1876	70.0	70.0	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Apr. 30, 1876	1.6	1.6	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
May 31, 1876	32.9	32.9	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Jun. 30, 1876	1.6	1.6	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Jul. 31, 1876	32.9	32.9	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Aug. 31, 1876	1.6	1.6	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Sept. 30, 1876	32.9	32.9	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Oct. 31, 1876	1.6	1.6	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Nov. 30, 1876	32.9	32.9	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681
Dec. 31, 1876	1.6	1.6	3	3	3	38,000	1,818,262	715,973	910,463	43.2	140,211	86,345	249,442	54,681

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## Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th. & F.	Sat. & M.	Tu. & W.	Th. & F.
Boston and Albany ..	147	147	147	147
Boston and Lowell ..	135	135	135	135
Boston and Maine ..	125	125	124	123
Boston and Providence ..	149	149	149	149
Boston, Hartford & Erie ..	41	42	42	42
7s, new ..	41	42	42	42
Cheshire, pref. ..	119	119	119	119
Chl. Burl. & Quincy ..	119	120	119	119
Concord ..	106	106	106	106
Connecticut River ..	106	106	106	106
Eastern ..	131	130	131	130
Fitchburg ..	106	106	106	106
Manchester & Lawrence ..	110	110	110	109
Michigan Central ..	111	111	111	111
Northern, N. H. ..	60	60	60	60
Ogdens & Lake Cham. ..	111	111	111	111
pref. ..	56	56	56	56
Old Colony ..	132	132	132	131
Ph. Wil. & Baltimore ..	87	87	87	87
Port'd, Saco & Ports ..	72	71	71	71
Union Pacific ..	104	104	104	102
6s ..	35	34	34	34
Land Grant 7s 75 ..	29	28	29	29
Income 10s ..	10	10	10	10
Vermont & Canada ..	86	86	86	86
Vermont & Mass. ..	104	104	104	102
South Boston (Horse) ..	85	84	84	84
Cambridge ..	98	98	98	98
Metropolitan ..	91	91	91	91
Middlesex ..	99	99	99	99
Central Mining Co. ..	99	99	99	99
Copper Falls ..	99	99	99	99
Franklin ..	99	99	99	99
National ..	99	99	99	99
Pewabic ..	99	99	99	99
Quincy ..	99	99	99	99

## London Stock Exchange.

	Closing	Prices.
	Jan. 24.	Jan. 31.
Atlantic & Gt. W. 1st mort., \$1,000 ..	72	73
Do. 2d mort., \$1,000 ..	66	67
Do. Con. mort. B'nds Bisch's Cert. ..	35	37
Do. Reorg. Scrip. ..	98	100
Do. Leas. Lines, Rental Bonds ..	90	91
Detroit & Milwaukee 1st mort. Bonds ..	74	77
Do. 2d do. ..	74	77
Erie shares 100 dol. all paid ..	50	50
Do. Ticket of Protec. Com. attached ..	95	97
Do. 6 per cent Convertible Bonds ..	95	97
Do. European Agency Certificates ..	95	97
Illinois Central \$100 shares all paid ..	96	98
Do. Redemption mort. bonds 6 p.c. ..	99	101
Illinois & St. Louis Bridge 1st mort. ..	99	99
Marquette and Cincinnati Rail. Bonds ..	85	90
Michigan Central 8s 1882, conv. ..	85	89
Panama 2d mort. ..	93	95
Panama General mort. ..	93	95
Pennsylvania, 2d mort. ..	98	101
Do. General mort. ..	94	95
Do. \$50 shares ..	46	47
Philadelphia and Erie 1st mort. ..	95	97
Do. with option to be paid in Phila. ..	95	97

## American Railroad Journal.

Saturday, February 15, 1873.

## Stock Exchange and Money Market.

There has been an active inquiry for Money on speculative account throughout the week, and rates on call have been quite firm, as a rule, on the basis of from 7 per cent currency to the same figure gold, with, in some instances, a fractional commission added for accommodation from day to day to the more needy of the street borrowers. The supply has been manipulated to some extent in the interest of operators for lower values at the Stock Exchange, but not with anything like encouraging success. The leading firms had their wants provided for with comparative promptness at the ruling figures. The Government houses have been amply supplied at the minimum quotations of 6@7, generally 7 per cent currency, per annum. There has been a fair movement noted in the way of discounts within the range of 8@10 per annum on the best grades of commercial paper, which have been offered rather more freely, but not with noticeable urgency. The new Funding Loan reports, though not up to the more sanguine expectations of the advocates of the Syndicate process, are yet far from being un-

favorable. Though no very definite particulars of the subscriptions have yet been disclosed, yet it has been somewhat authoritatively stated that the subscriptions amount to over \$100,000,000. The Anglo-American Syndicate have placed this sum in Cash, (Gold,) at the disposal of the Secretary of the Treasury for the redemption of a corresponding amount of United States 5-20s, to be called in for redemption on the first of June—three months from the date of the forthcoming official notice of March 1. This is wholly independent of subscriptions to be settled by exchange of other United States 5-20s than the designated class and numbers. A Washington dispatch says that information has been received to the effect that about \$170,000,000 of the new loan were taken during the three days last week in which the books were open. This—a little over half the amount—is not the complete and immediate success that was at one time anticipated. One reason assigned for it, and it is deemed an adequate one, is, that the notice of the opening of the subscription books was not given long enough beforehand to permit of the extended knowledge of the sale in this country and in Europe necessary to the taking of all the bonds. The syndicate having still ten months in which to locate the remaining \$130,000,000 of the five, considers its success to be in no wise jeopardized by the failure to place the whole amount in the specified three days. The city banks reported reduced averages in the legal tender line, while reporting an increase in there specie and deposit items, and an enlargement of their loans and discounts to the extent of over seven millions. The U. S. Sub-Treasury added nearly a million to its currency reserve.

The city banks, in their latest return, show a falling off of \$694,400 of legal tender notes, with an increase of \$423,200 of specie, and of \$3,130,700 in their deposits, an addition of \$7,059,400 to their loan and discount averages, and of \$19,600 to their item of circulation. The city bank exchanges, last week, averaged 135½ millions. The banks now hold \$2,188,150 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 135½ millions a day, and amounted in the aggregate, for the whole week, to \$823,394,604 as against \$661,411,941 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance nearly a million, and its coin reserve slightly as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$19,035,400, against \$21,272,300 same time last year. The city bank deposits are now \$220,299,200 against \$221,019,500, week ending Feb. 10, 1873. The legal tender reserve amounts to \$45,107,700, against \$46,616,100 same time last year. The circulation now stands at \$27,520,600 against \$28,161,700 same time last year. The loans are now \$293,939,000 against \$285,422,200 at this date last year.

The coin reserve of the city banks is now a trifle over 19 millions as against about 25¼ million on the 20th of last July; the legal tender reserve is about 45½ millions against about 55½ millions on the statement of June 15th; and the

deposits are now about 220¼ millions, against 247½ millions on the 20th of July.

Government revenues have been rather more prolific, since our last. The excises yielded within the week about 2¼ millions and thus far in the current fiscal year beginning with July 1, 1872, \$72,682,209. The customs at the port of New York, for the week, were \$3,230,999, and at the outports, about \$1,100,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received \$4,030,258 of currency, and \$4,056,28 of gold, the latter including \$3,285,000 from customs; and disbursed \$3,114,180 of currency and \$3,989,430 of gold, the latter embracing \$1,460,936 of coin interest.

Gold has been more active and quoted higher, though the speculation has been quite variable in temper and bearing as to price, during the week. The somewhat conflicting reports in circulation relative to the negotiation of the new Funding Loan served rather to inflate the premium. The Customs drain was on an enlarged scale, and the export movement was also heavier. The range of the price during the week has been from 113¼ @114½, and the closing quotation on Wednesday was 114½ against 113¼ of the preceding week. The specie outflow last week, was \$1,642,370. The Gold Exchange Bank clearances have averaged about 52½ millions per day during the week.

The customs demand for Gold last week, averaged \$547,500 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were \$18,592, thus far in 1873, \$126,525 against \$113,489 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$82,107,743 against \$95,891,657 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$56,137,884, against \$57,927,373 during the same time in 1871-2.

The export drain of specie was \$1,642,370 last week, against \$80,013 same week preceding year. The shipments since July 1, 1872, have been \$43,889,217 against \$23,930,812 during the same portion of 1871.

Foreign Exchange has been quoted weaker as to price, on a more liberal offering of bills, and a moderate demand. Bankers' sixty day bills on London closed at 109¼@109½; sight bills on London, at 110½@110¾. The weeks exports of Domestic Produce have been to the currency value of \$5,357,750.

Government proposes, under the Treasury programme for February, to sell, during the month, through the local office here, Gold as follows: Thursday, February 20—\$1,500,000. Thursday, February 27—\$1,500,000. And to buy in Five Twenties, as follows: Wednesday, February 19—\$1,000,000. Wednesday, February 26—\$1,000,000.

There has been a fair demand noted for government securities, through the week, mostly on investment account, at generally well supported prices, on comparatively limited offerings of bonds.

Government bought in on Wednesday a million Five Twenties, from 113 73@113 85 net out of an aggregate offering of \$4,046,100.

U. S. sixes of 1881 closed on Wednesday of this

week at 118 $\frac{1}{4}$ @118 $\frac{1}{2}$ ; U. S. Five-Twenties of 1862, 115 $\frac{1}{4}$ @115 $\frac{1}{2}$ ; U. S. Five-Twenties of 1864 at 115 $\frac{1}{4}$ @115 $\frac{1}{2}$ ; U. S. Five-Twenties of 1865, 115 $\frac{1}{4}$ @115 $\frac{1}{2}$ ; U. S. Five-Twenties of 1865 consolidated 114 $\frac{1}{4}$ @114 $\frac{1}{2}$ ; U. S. Five-Twenties of 1867, 116 $\frac{1}{4}$ @116 $\frac{1}{2}$ ; U. S. Five-Twenties of 1868, 116 $\frac{1}{4}$ @116 $\frac{1}{2}$ ; U. S. Ten-forties at 114 $\frac{1}{4}$ @114 $\frac{1}{2}$ ; U. S. Fives of 1881 (Funding Loan) 113 $\frac{1}{4}$ @113 $\frac{1}{2}$ ; ex February coupon Six per cent. currency Sixes from 114 $\frac{1}{4}$ @115 $\frac{1}{2}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 29.	Feb. 5.	Feb. 12.
Consols .....	92 $\frac{1}{2}$	92 $\frac{3}{4}$	92 $\frac{3}{4}$
U. S. 5-20s, 1865....	92 $\frac{1}{2}$	92 $\frac{3}{4}$	92 $\frac{3}{4}$
" 1867 .....	98	94 $\frac{1}{4}$	93 $\frac{1}{2}$
" 10-40s .....	92 $\frac{1}{2}$	92 $\frac{1}{2}$	91 $\frac{1}{2}$
New Fives of 1881....	91	91@91 $\frac{1}{2}$	90 $\frac{1}{2}$
Erie .....	51 $\frac{1}{4}$	52 $\frac{1}{4}$	52 $\frac{1}{4}$

State bonds have been moderately dealt in at irregular, and at the close, less buoyant prices.

The better class of Railway Mortgages have been in good demand and on the advance. Central Pacific Sixes closed firmly at from 104@104 $\frac{1}{4}$ , on a limited offering of the bonds, which have been in quite active request. The January earnings of the Central Pacific R. R. were \$852,860, as against \$592,233 in January 1872, and \$536,498 in January 1871. Chesapeake and Ohio Sixes have been more sought after and have advanced to 87 and interest. Western Pacific Sixes have been selling quite freely and quoted up to 93 $\frac{3}{4}$ @94. The Northern Pacific 7-80 Loan has been in more demand at par and interest.

Railway and Miscellaneous share property has been actively dealt in, but prices have been fluctuating widely from day to day, and the general temper of the speculative movement has been less confident, influenced, in part, by the brisk inquiry for Money.

The Metal trade has shown more activity in the dealings in Copper at firmer prices; and in American Pig Iron, and in Iron Rails at full rates. Scotch Pig Iron held higher and quiet. Lead, Spelter, and Zinc, inactive but quoted steady. Tin Plates in fair demand and firm. Pig Tin, dull.

General business has been somewhat brisker in the line of domestic produce. Cotton, active, but variable in price. Breadstuffs, in moderate demand, the main inquiry having been for corn, and Oats. Provisions have been in fair request. Naval Stores closed heavily. Petroleum, firm. Middling upland cotton, left off weak on Wednesday at 20 $\frac{3}{4}$ @21 $\frac{1}{4}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,441,225 bales, against 2,053,951 bales same time in the preceding year; exports 1,345,366 bales against 1,069,915 bales in the previous year; stock at the ports at latest dates, 564,870 bales against 590,600 bales same date 1871.

Foreign goods have been in rather more demand and quoted generally firm. The week's imports amounted to \$2,583,030 including \$5,929,842. of dry goods.

Ocean freights have been more active, and rates have been quoted stronger, though yet somewhat irregular. Room has been in most request for Provisions, Grain, Petroleum, Cotton, Naval Stores and Tobacco.

At the Live Stock Markets, Beeves have been less sought after at from 7 $\frac{1}{2}$ @13 $\frac{1}{2}$ ; cts. Veals in more demand at 7@11 $\frac{1}{2}$  cts.; Sheep moderately

inquired for at from 4@8 cts.; Swine at 5 $\frac{1}{4}$ @5 $\frac{1}{2}$  cts. per lb., all live weight. The week's receipts were 8,501 Beeves, 750 Veal Calves, 24,246 Sheep and Lambs, and 46,172 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1875, 99; Georgia 7s, 90; South Carolina 6s, new, Jan. and July, 21 $\frac{1}{2}$ ; do. Apl. and Oct., 26; N. Y. State 7s, B. L. 106; Louisville 6s, old, 72; Hannibal and Nables 1st mort., 86 $\frac{3}{4}$ ; Louisville and Nashville 7s, consol., 1898, 95 $\frac{1}{2}$ ; Long Dock bonds, 95; Lafayette, Bloomington and Miss. 1st, mort., 87; Clev., Paines, and Ash. 7s, new, 96; Delaware, Lackawanna and Western 7s, conv. 100; Central of New Jersey 1st mort. new 103 $\frac{1}{2}$ ; Ohio and Mississippi 7s, consol., 98 $\frac{1}{2}$ ; Milwaukee and St. Paul 1st mort. La C. div., 92 $\frac{3}{8}$ ; do. Iowa div., 87; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. E. D., 92; do. 2d mort., 85; Boston, Hartford and Erie 1st mort., 43 $\frac{3}{4}$ ; East Tenn., Va. and Ga., 1st mort., 90 $\frac{1}{2}$ ; Arkansas 7s, issued to L. R. and F. L. R. R., 43; St. Louis and Iron Mt. R. R., 92; do. 1st mort., 94 $\frac{1}{2}$ ; Chicago and Milwaukee 1st mort., 93 $\frac{3}{4}$ ; Burlington, Cedar Rapids and Minnesota 1st mort., 92; Buffalo, N. Y. and Erie 1st mort., 92 $\frac{1}{2}$ ; Gt. Western 1st mort. 1888, 94; Western Pacific bonds, 94; Clev. Col., Cin. and Ind 1st mort., 102 $\frac{1}{2}$ ; Pacific R. R. 7s, guar. by Mo., 98 $\frac{1}{2}$ ; New Jersey Southern R. R., 27; do. 1st mort., 74; Atlantic and Pacific pref., 32 $\frac{1}{2}$ ; Rome, Watertown and Ogdensburg R. R., 80; St. Louis, Kansas City and Northern pref., 66; New Jersey R. R., 121 $\frac{1}{2}$ ; Pacific R. R., of Mo., 56; do. 1st mort., 90; do. 2d mort., 82; Maryland Coal, 23 $\frac{3}{4}$ ; American Coal, 63; Consol. Coal of Md., 51 $\frac{1}{2}$ ; New Central Coal, 42 $\frac{3}{8}$ ; Cumberland C. and I., 75; Penna. Coal, 225; Western Union Tel., 88 $\frac{1}{4}$ ; do. 7s, 100; Quicksilver pref., 55; Am. Mer. Union Exp., 69; U. S. Exp., 76; Adams Exp., 98; Wells-Fargo Exp., 86; Mariposa L. and M., 21; do. pref., 30; Atlantic M. S. S. Co., 5 $\frac{1}{2}$ .

Philadelphia.—West Jersey 1st, mort., 93 $\frac{1}{2}$ ; Philadelphia, Wilmington and Baltimore R. R., 6s, 111 $\frac{1}{2}$ ; Philadelphia and Reading Gen'l mort. 7s, coupon, 101 $\frac{1}{2}$ ; do. reg., 103; do. 7s, new conv., 102 $\frac{1}{4}$ ; Susq. Canal 6s, 74 $\frac{3}{4}$ ; Warren and Franklin 7s, 82; Lehigh Valley 7s, new, 106; Pittsburg, Cincinnati and St. Louis 7s, 77; Connecting R. R. 6s, 88 $\frac{1}{4}$ ; Pennsylvania and New York 7s, 96; Belvidere Delaware 3d mort., 81; Pennsylvania Canal 6s, 72; Allegheny Valley 7 8-10s, 91 $\frac{1}{2}$ ; Ithaca and Athens 7s, 101; Schuylkill Nav. Imp. loan, 86; Delaware Division Canal 6s, 90; Catawissa R. R., 21 $\frac{3}{8}$ ; East Pennsylvania R. R., 40; Huntingdon and Broad Top Mt. R. R., 11 $\frac{1}{2}$ ; do. pref., 17 $\frac{3}{8}$ ; do. consol., 65; Camden and Atlantic R. R., 32; do. pref., 38; 5th and 6th Streets R. R., 50; Nesquehoning R. R. 56; Pittsburg 5s, 72 $\frac{1}{4}$ ; Allegheny County 5s, 76. The latest quotations are: City 6s, 96 $\frac{1}{4}$ @96 $\frac{3}{4}$ ; do. free of tax, 100 $\frac{3}{4}$ @100 $\frac{1}{2}$ ; Pennsylvania State 6s, 1st series, 101 $\frac{1}{4}$ @102; do. 2d series, 105 $\frac{1}{2}$ @—; do. 3d series, 108@108 $\frac{1}{4}$ ; Philadelphia and Reading, 57 $\frac{1}{2}$ @57 $\frac{3}{8}$ ; do. Gen'l mort. 7s, coup., 100 $\frac{1}{2}$ @100 $\frac{1}{4}$ ; do. reg., 102 $\frac{1}{2}$ @103; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 102@102 $\frac{1}{4}$ ; United New Jersey R. R. and Canal Co., 122@121 $\frac{1}{2}$ ; Camden and Amboy mort. 6s, 1889, 96 $\frac{1}{4}$ @97; do. 1888, do,

89@99 $\frac{1}{4}$ ; 1889, 87@87 $\frac{1}{2}$ ; Pennsylvania R. R., 59 $\frac{1}{2}$ @59 $\frac{1}{4}$ ; do. 1st mort., 99@100; do. 2d mort., 99 $\frac{1}{4}$ @99 $\frac{1}{2}$ ; do. General mort. coupon, 91 $\frac{1}{2}$ @92; do. reg., 95@95 $\frac{1}{2}$ ; Little Schuylkill R. R., 46 $\frac{1}{2}$ @47; Morris Canal, 48@49 $\frac{1}{4}$ ; do. pref., 121 $\frac{1}{2}$ @126; do. 6s, 98@94; Susquehanna Canal, 7@9; do. 6s, —@77 $\frac{3}{4}$ ; Schuylkill Nav., 7@7; do. pref., 14@14 $\frac{1}{4}$ ; do. 6s, 1882, 75@75 $\frac{1}{4}$ ; do. 1872, 82@82; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 93 $\frac{1}{4}$ @—; do. 5s, 60@—; Lehigh Coal and Navigation, 37 $\frac{1}{4}$ @37 $\frac{3}{4}$ ; do. 6s, 1884, 87@88; do. R. R. Loan, 93@94; do. Gold Loan, 91 $\frac{1}{2}$ @91 $\frac{3}{4}$ ; North Pennsylvania, 46 $\frac{1}{2}$ @47; do. 6s, 96 $\frac{1}{2}$ @98; do. 7s, 95 $\frac{1}{4}$ @96 $\frac{1}{2}$ ; do. Chattle 10s, 109 $\frac{1}{4}$ @112; Philadelphia and Erie, 26@27; do. 6s, 90 $\frac{1}{2}$ @91; Minehill, 52 $\frac{1}{2}$ @53 $\frac{1}{4}$ ; Catawissa, 21 $\frac{3}{4}$ @22 $\frac{1}{4}$ ; do. pref., 44@44 $\frac{1}{2}$ ; do. 7s, 1900, 100@105; Lehigh Valley, 60 $\frac{1}{2}$ @60 $\frac{3}{4}$ ; do. 6s, new coupon, 95 $\frac{3}{8}$ @95 $\frac{1}{4}$ ; do. reg., 98@98 $\frac{1}{2}$ ; do. 7s, 105 $\frac{1}{2}$ @106 $\frac{1}{2}$ ; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 58@59 $\frac{1}{2}$ ; Thirteenth and Fifteenth, 20@20 $\frac{1}{4}$ ; Spruce and Pine, 31 $\frac{1}{2}$ @33 Green and Coates, 49@—; Chestnut and Walnut, 58@58 $\frac{1}{4}$ ; Hestonville, 19 $\frac{1}{2}$ @20; Union, —@73; Germantown, 34@—.

Boston.—Chicago, Burlington and Quincy rights, 24; do. 7s, 95 $\frac{1}{2}$ ; Atchison, Topeka and Santa Fe L. G. 7s, gold, 87 $\frac{1}{2}$ ; Burlington and Missouri R. R. in Nebraska, 69 $\frac{1}{4}$ ; do. 8s, 100 $\frac{1}{2}$ ; Old Colony 7s, 102 $\frac{1}{4}$ ; Essex R. R. 6s, 1876, 94 $\frac{1}{4}$ ; Boston, Clinton and Fitchburg 7s, 1889, 90; Eastern R. R. 7s, 1882, 100 $\frac{1}{4}$ ; do. 6s, 1888, 91 $\frac{1}{4}$ ; Boston and Albany 7s, 1892, 105; Michigan Air Line 8s, 1890, 101; Vermont Central 1st mort., 41; Vermont Central and Vermont and Canada 8s, 84; Boston and Lowell 6s, 1879,, 95 $\frac{1}{2}$ ; Nashua, Acton and Boston 7s, 1892, 101; Central R. R. of Iowa 1st mort. 7s, gold, 81 $\frac{3}{8}$ ; Norwich and Worcester R. R., 125; Burlington and Missouri River R. R., in Iowa, 117 $\frac{1}{4}$ ; Michigan Central scrip, 109; Rutland R. R. pref., 57; do. scrip, 88 $\frac{1}{2}$ ; Eastern (N. H.) R. R., 102; Providence and Worcester R. R., 143 $\frac{1}{2}$ ; Chicago, Iowa and Nebraska R. R., 108 $\frac{1}{2}$ ; Portsmouth, Gt. Falls and Conway R. R., 96 $\frac{1}{2}$ ; do. 7s, guar., 100; Cincinnati, Sandusky and Cleveland R. R., 18 $\frac{3}{8}$ ; Cary Imp., 13 $\frac{1}{2}$ ; Brooklyn Land, 6 $\frac{1}{2}$ ; Boston Water Power, scrip, 69; Waverly Land, 4 $\frac{3}{8}$ ; Massachusetts 6s, 1875, gold, 110; do. 5s, 1894, gold, 98; Maine 6s, 1889, 99 $\frac{1}{2}$ ; New Hampshire 6s, 1874, 99; Cook Co., Ills., 7s, 97 $\frac{3}{4}$ ; Boston 6s, 1881, currency, 99 $\frac{1}{2}$ ; do. 5s, 1876, gold, 100 $\frac{3}{8}$ ; Chicago 7s, 98 $\frac{1}{2}$ ; Lowell 6s, 1890, 95; Charlestown 6s, 1888, 92; do. 1881, 94 $\frac{3}{4}$ ; Allouez Mining Co., 22; Albany and Boston, 1; Canada, 23c.; Calumet and Hecla, 154 $\frac{1}{2}$ ; Dana, 1 $\frac{1}{4}$ ; Dawson, 87 $\frac{1}{2}$ c.; Humboldt, 17 $\frac{1}{2}$ ; Hanover, 13 $\frac{1}{2}$ ; Hungarian, 45c.; International silver, 2 $\frac{1}{4}$ ; Mesnard, 2 $\frac{3}{4}$ ; Manhattan, 75c.; New England, 25c.; Native, 35c.; Phoenix, 22; Petherick, 4 $\frac{3}{4}$ ; Pontiac, 13 $\frac{1}{4}$ ; Rockland, 3 $\frac{1}{2}$ ; Ridge, 15 $\frac{3}{8}$ ; Shuniah Silver, 2 $\frac{3}{8}$ ; St. Clair, 4 $\frac{1}{4}$ ; Star, 1.40; Superior, 77 $\frac{1}{2}$ c.; Tremont, 1 $\frac{1}{4}$ ; Toltec, 87 $\frac{1}{2}$ c.; West Minnesota, 25c.

Baltimore.—Northern Central 6s, 1900, gold, 92 $\frac{3}{4}$ ; Central Ohio R. R., 37 $\frac{1}{2}$ ; do. 1st mort., 89; Wilmington, Columbia and Augusta 7s, 79 $\frac{1}{2}$ ; Orange, Alex. and Manasses 7s, 78 $\frac{1}{2}$ ; Western Maryland 1st mort. guar., 97; do. 2d mort. 97; Orange and Alexandria 2d mort., 6s, 87; do. 3d mort., 8s, 95; do. 4th mort., 8s, 83 $\frac{1}{2}$ ; Virginia and Tennessee 2d mort., 6s, 77 $\frac{1}{2}$ ; Maryland



Defense 6s, 103 $\frac{3}{4}$ ¢. The latest quotations are: Wilmington, Columbia and Augusta bonds, 79@80; Pittsburg and Connellsville 7s, 1898, 94 $\frac{1}{2}$ @95; Baltimore and Ohio, 155 $\frac{5}{8}$ @160; do., 6s, 1875, 97@—; do., 1880, 96 $\frac{1}{2}$ @—; do., 1885, 96 $\frac{3}{4}$ @97 $\frac{1}{4}$ ; Parkersburg Branch, 11@—; Northern Central 40 $\frac{1}{2}$ @—; do. 6s, 1885, 92@92 $\frac{1}{2}$ ; do., 1900, 87 $\frac{1}{4}$ @—; do., 6s, 1900 gold, 92 $\frac{3}{4}$ @—; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort., 7s, 1892, 98 $\frac{1}{2}$ @98 $\frac{3}{4}$ ; do., 2d mort., 7s, 90 $\frac{1}{2}$ @90 $\frac{3}{4}$ ; do., 3d mort., 8s, 81 $\frac{1}{2}$ @82; Central Ohio, 37@40; do., pref., 40@40; do. 1st mort., 88 $\frac{3}{4}$ @89; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 96 $\frac{3}{4}$ @96 $\frac{1}{2}$ ; do., 2d mort. guar., 96@97; do. 3d mort., guar., 96@96; do. 2d mort. pref., 70@—; do., 2d mort. guar. by Washington Co., 84@85 $\frac{1}{2}$ ; Richmond and Danville 1st mort., 76 $\frac{1}{2}$ @77 $\frac{1}{4}$ ; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 87@87; do., 3d mort. 8s, 95@96; do., 4th mort. 8s, 83@83 $\frac{1}{2}$ ; Orange, Alex. and Manassas 7s, 78@78 $\frac{1}{2}$ ; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77 $\frac{1}{2}$ @78; do. 8s, 3d mort., 88@90; Baltimore 6s, 1875, 98 $\frac{7}{8}$ @100; do., 1884, 97 $\frac{1}{2}$ @—; do. 1886, 97@97; do., 1890, 98 $\frac{3}{4}$ @98 $\frac{1}{2}$ ; do., 1893, 97@97; do. 1893, exempt, —@100; do., 1900, exempt, 97 $\frac{1}{4}$ @98; do. 1900, new, 96@98; do. 1902, 97 $\frac{3}{4}$ @98; Memphis City 6s, 59@61; Maryland Defense Loan, 1883, 104@104 $\frac{1}{4}$ ; Virginia 6s, old, 38@40; do. consol. 6s, 55 $\frac{1}{2}$ @56; do. reg. 51@53; do. coupon, 82@83; West Virginia, 14@16; City Passenger R. R., 21 $\frac{1}{2}$ @22 $\frac{1}{2}$ ; George's Creek Coal, 108@120.

#### Chesapeake and Ohio Railroad.

The Superintendent of the Chesapeake and Ohio Railroad reports that freight is offering for transportation over the road faster than his present facilities can move it. Among the applications is one from a Cincinnati firm for six car-loads of pork, destined for Charleston, S. C. The arrival of the first through freight train from the Ohio was celebrated at Richmond on the 11th inst., by firing of cannon, civic processions, and speeches. The Western connections of the Chesapeake and Ohio are making due headway. At Louisville the Chesapeake and Ohio Railway has an opportunity to make connection with—perhaps control—the new railroad to Elizabethtown and Paducah, which will be completed during the coming year. By this connection the outlets of the Cumberland and Tennessee rivers, where they empty into the Ohio, close together, will be tapped by the new stem line to the East, and those long river arteries of Tennessee and Alabama will swell the freights of the first great road opened from the sea through Dixie since the war. A little distance below Paducah, at Cairo, the Chesapeake and the Ohio connection may unite at once with the Illinois Central, the New Orleans, Memphis and Cairo, the Cairo and Fulton, and the St. Louis and Iron Mountain railways. It thus becomes an eastern conduit of roads from the Indian Territory, from Texas, and from Kansas. And it is not probable that a railway built at such cost, and by a class of capitalists of such keen perceptions, will fail to lay a shorter hand upon Chicago, where the great bridge at Louisville offers such facilities, and with a choice of three roads already established towards Lake Michigan.

BANKING-OFFICE OF FISK & HATCH, }  
No. 5 NASSAU-ST., NEW YORK, Feb. 11, 1873. }

The Chesapeake and Ohio, the Central Pacific and Western Pacific Bonds, all of which have been negotiated by us, we believe to be among the best and most desirable investment securities in the market, which in time must become very scarce; especially as the Government will probably, soon pay off, in gold, \$300,000,000 more FIVE-TWENTIES, and a large amount of money thus released from investment must find its way into this class of securities.

The Chesapeake and Ohio Six Per Cent. Gold Bonds, the total amount of which is only \$15,000,000, are secured upon a property worth \$35,000,000 to \$40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of \$100, \$500, and \$1,000, coupon or registered, and at their present market price, (87 and accrued interest,) are very desirable.

The Central Pacific Six Per Cent. Gold Bonds are too well known to require description or commendation. Their total amount is \$25,885,000; they have for a long time ranged in market price near or above par. Their price to-day is 104 $\frac{1}{2}$ @104 $\frac{3}{4}$ .

The Western Pacific Six Per Cent. Gold Bonds amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFIC, being substantially the same in character and value. Coupon Bonds, \$1,000 each. Their market price to-day is 93 $\frac{3}{4}$ @94.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

#### Agricultural College Act.

The following is a copy of an act passed by Congress to amend an act entitled "An act to amend the fifth section of an act entitled 'An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts,' approved July second, eighteen hundred and sixty-two, so as to extend the time within which the provisions of said act shall be accepted and such colleges established," approved July twenty-third, eighteen hundred and sixty-six:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time within which the several States may comply with the provisions of the act of July twenty-third, eighteen hundred and sixty-six, entitled "An act to amend the fifth section of an act entitled 'An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts,' approved July second, eighteen hundred and sixty-two, so as to extend the time within which the provisions of said act shall be accepted and such colleges established," is hereby extended so that the States which have not complied with the provisions of said acts in establishing colleges shall have the period of two years, after the first day of July, eighteen hundred and seventy-two, within which to provide at least one

college, as described in the fourth section of an act entitled "An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts," approved July second, eighteen hundred and sixty-two.

Approved January 23, 1873.

#### Erie Railway.

At a meeting of the directors of this company held in this city on the 11th inst., the Auditor submitted his report of the business, earnings and expenditures for the year ending December 31, 1872, which was read by the President. It is as follows:—

The gross earnings for the year ending December 31, 1872, may be stated in round numbers at.....	\$18,694,096
Working expenses for the same period.....	\$13,629,956
Interest on funded & floating debt.....	1,814,043
Rental of leased lines.....	1,223,712

Total expenses..... 16,667,711

Net results for the year.....	\$2,026,385
Less dividend paid on preferred stock to July 1, 1872.....	298,792

Leaving a surplus of..... \$1,727,593

The following resolutions were offered and adopted:

*Resolved*, That upon the statement of the earnings and expenses of the Erie Railway, as submitted by the President, a dividend of three and a half per cent upon the preferred stock of the company be and hereby is declared out of the earnings of the company for the six months ending December 31, 1872.

*Resolved*, That upon the statement of the earnings and surplus of the Erie Railway for the twelve months ending December 31, 1872, as submitted by the President, a dividend of one and three-quarters per cent. upon the common stock of the company be and is hereby declared.

*Resolved*, That the dividends of the preferred stock and common stock of the Erie Railway now declared be payable upon the 15th of March, and the books of transfer be closed on the 1st day of March, at two P. M., and remain closed until the morning of the 16th day of March.

The report set forth that over \$4,000,000 had been expended during the year for new work and for iron purchased, included in the above statement of working expenses. No allowance was made for the property placed to the credit of the company by the recent action of Jay Gould.

The negotiation of the New 7 per cent. Convertible (Gold) Loan for \$10,000,000 was successfully concluded in London on the 11th inst., the applications for the Loan being, it is stated, largely in excess of the sum offered.

#### The Youghiogheny Bridge.

The height of the proposed bridge across the Youghiogheny river at McKeesport, Penn., has been fixed by legislative enactment at fifty feet above low water. The Pittsburg Chronicle, in noticing the above fact, says:

Now that the difficulties have been removed it is to be hoped that the enterprise will be pushed forward to completion as rapidly as possible. No doubts were ever entertained that a bridge was not necessary, or that it would not aid materially in building up and developing the sections of country within reach of the improvement. The only objection, was that the friends of the measure seemed determined to further their own interests by obstructing or destroying the interests of others.

## Journal of Railroad Law.

## RAILROAD COMPANIES—LIABILITY FOR DAMAGES FROM FIRE—LAW OF NEGLIGENCE.

The recent case of *Jackson vs. The Chicago and North Western Railway Co.*, (81 Iowa, 176,) was an action to recover damages resulting from fire, upon plaintiff's land, caused by the alleged negligence of defendant's servants, and the careless and improper construction of an engine used upon defendant's road.

The following is the opinion of the court delivered by—

BLACK, J.—The errors assigned in this case relate to instructions to the jury, given and refused, and the order of the court overruling a motion for a new trial, based upon the ground that the verdict is contrary to the law as given to the jury, and not supported by the evidence.

The question presented for our determination relate to the liability of defendant for the negligent and careless acts of its servants and the unskillful construction of an engine used by it, whereby fire was communicated to plaintiff's premises. The petition expressly charges that the damages, for which recovery is sought, resulted from carelessness in operating an engine upon defendant's road and from its unskillful and defective construction.

That a railroad corporation is liable on account of acts done in a negligent, careless or unskillful manner by its servants, in the prosecution of its business, whereby fire is communicated to the property of another, resulting in loss, cannot be doubted. And it is equally well settled that they are liable in such cases for the want of ordinary care and prudence exercised by their servants. The care exercised by a party whose act results in loss to another in order to relieve him from liability depends upon the character of the act done, the nature of the elements or instruments used, and all the surrounding circumstances. It is evident that one using a dangerous body or instrument, will be held to greater care and prudence than another using those of a less destructive character. What would be negligence in handling a loaded gun would not be carelessness in the use of a walking stick. Gunpowder or nitro-glycerine handled with no more care than an ordinarily prudent and cautious man exercises over harmless agents would be criminal negligence. Fire being a destructive element, persons using it are required to exercise all reasonably careful and prudent precautions against its spread. This rule applies in all cases where it may be used, without regard to the purpose of its use, and is held to extend to those operating railroad locomotives.

What will amount to negligence in such cases is a question for the jury. *Fields vs. N. Y. C. R. R. Co.*, 32 N. Y., 839.

The care and prudence required by the law to prevent the spread of fire from a locomotive is not deemed to be exercised unless some proper precautions are used for that purpose. *Lack and Blooms. R. R. Co. vs. Doak et al.*, 52 Penn. St., 379. Ordinary care and prudence require the use of the best contrivances known, and unless such are used, it will be considered negligence. One who fails to use the best means within his reach to prevent the destruction of property does not exercise the care of a man of common prudence.

An ordinarily prudent man, in such a case, will resort to all expedients known to him to be efficient. The rule is not only just and necessary in its application to railroad corporations, for the preservation of property, but will stimulate discoveries of contrivances and the making of experiments, with a view to ascertain means that will most nearly remove all liability to fires communicated by railway locomotives. It thus tends to one direct benefit of railroad corporations, as well as of those whose property is exposed to destruction by their locomotives.

The instruction given by the court accords with the views above expressed; those refused are in conflict therewith.

Defendant insists that the verdict is not supported by the evidence. As we have seen, the question of negligence is one for the jury. There was evidence tending to establish negligence. It was shown that sparks and coals of unusual size were thrown out of the smoke-stack of the locomotive. They were of twice or thrice the size of those usually observed, and the jury were authorized to conclude, from the evidence, that if the engine had been in proper repair or proper contrivances were attached to it, such coals of fire could not have been emitted. There is no dispute that the fire originated from the coals so thrown out by the engine. The evidence introduced by plaintiff, in our opinion, fairly make out a *prima facie* case of negligence on account of defect in the engine, carelessness of those operating it, or want of proper attachments to prevent the spread of fire. The evidence for defendant fails to show that the engine was provided with such attachments or that proper care was used in running it.

The judgment of the district court is affirmed.

## Charcoal Iron in Maryland.

Beyond those directly connected with the manufacture or use of car wheel iron, it is probably not generally known that the State of Maryland, and particularly Baltimore and vicinity, produces some of the very best charcoal pig iron in the country, and in such quantities that Baltimore may be considered the principal market for charcoal pig. Orders are received from all parts of the country, as far West as St. Louis. This may appear very much like carrying coals to Newcastle, but it only illustrates the fact that the varieties and uses of iron are as great as those of almost any other commodity, and that the very best iron for one purpose may be quite useless for another. There are eleven charcoal furnaces in the State that produced during the past year about 24,500 tons pig iron, viz:

	Tons.
Stickney Iron Company.....	3,100
Chesapeake.....	2,600
Cedar Point.....	2,500
Maryland (two furnaces).....	5,000
Laurel.....	2,000
Locust Grove.....	1,000
Muirkirk.....	2,000
Hartford.....	1,300
Catoctin (two furnaces).....	5,000

It will be seen the Stickney Iron Co.'s furnace manufacture the largest amount. The oldest now in operation is the Catoctin furnace, originally built in 1774, but rebuilt at its present site 1797. Messrs. Reed, Stickney & Co. show pigs bearing date of manufacture as old as 1751, but the first production of iron in Maryland dates considerably back of this. Iron was exported from this State to England in 1717, but at that time nothing more than pig was allowed to be made. Afterward (about 1737), the colonists were graciously

permitted to make bar iron, the act providing, however, that they should build no "rolling mills, slitting mills, or forges for making plates, as that would interfere with the manufactures of Great Britain." Among the novel reasons for this restriction, was one advanced by the tanners of Sheffield, who petitioned the British Parliament not to remove the duty, as by reducing the amount of British manufacture, a panic would be produced in the bark trade, charcoal being the only fuel used for smelting in that day. In 1756 there were eight furnaces and nine forges in the State.

Along the lines of the P. W. and B., and the Washington Branch of the B. and O., Railroads for a distance of about 50 miles, there is a bed of ore six to eight miles wide, and in places 50 feet deep. This is a carbonate of iron running from 32 to 40 per cent. from the furnace, and existing in flattened nodules, which are peculiar to Maryland, imbedded in clay, in weight from a few pounds to 100 pounds or more. From its color it is known here as home and chocolate ore. This bed underlies the city of Baltimore, mining now being carried on to a limited extent within the city. One of the largest deposits is found near Fort McHenry. While there is no reason to anticipate a falling off in quantity, the ore is probably not sufficiently abundant to justify more active work. There has been no increase in the amount manufactured during the past 15 years.

In addition to the above, the Ashland Furnace Company manufactured during the past year about 17,000 tons anthracite pig iron.

The Abbott Iron Company has made during the past year about 5,000 tons plate iron. They have recently added a train of three high rolls to the plate mills, which they claim to be the largest chill rolls in use in this country. They were manufactured by Messrs. Garretson & Co. Pittsburg. They are able to roll plates 100 inches wide and girders 40 feet long. Their rail mills have a capacity of 40,000 tons per year, and they anticipate a lively business in this department the coming season. Besides the above there is one other small plate mill owned by Coates & Bro., and a bar iron mill run by Trego, Thompson & Co.—*Iron Age.*

## Cincinnati and Indianapolis Junction R. R.

Hon. W. D. Griswold, receiver and commissioner to sell the C. & I. J. R. R., in the suit of *Joseph Butler et al. vs. the Junction Railroad Company*, has made a report to the court of his proceedings. From an abstract which appears in the *Indianapolis Journal* we gain the following facts:

Mr. Griswold took the road on Nov. 20, 1871, and conducted its affairs until December 2, 1872. He found it without moneys, supplies, or means. It had never been self sustaining, and during no month of his administration did the earnings equal the needs of expenditure. Thus there has accrued a large balance of debt which must be satisfied from the proceeds of the sale.

Of this debt, \$21,249 75 arises from the payment of the labor roll of the old company running back two or three months. A part of it is due to the occurrence of several costly accidents which happened immediately after Mr. Griswold's appointment, \$20,000 being required to replace a bridge which was burned near Liberty in December, 1871. Other accidents also occurred from broken rails and other causes.

Since the filing of his report of sale, the receiver has been paid by the C. H. & D. Railroad the full amount of the purchase money. That company owning first mortgage bonds and coupons past due, of the Junction Railroad, to the amount of \$1,315,030 the receiver took from that company their receipt on account of the purchase of the road for the proportion of the proceeds of the sale distributable to them as owners of these bonds and coupons. He has also paid out for his own debts and to the employees of the road the sum of \$75,000. There still remain first mortgage



bonds and unpaid coupons to the amount of about \$78,660, which will be entitled to a like proportional distribution of the proceeds of the sale. The proceeds of sales are held subject to order of court.

Claims are submitted to the court as follows: Receiver's salary, \$10,000; Trustees under two mortgages, \$2,000 each, \$8,000; attorneys for the Trustees of several mortgages, \$10,000 each, \$20,000.

Mr. Griswold's general account current shows total receipts of \$1,356,823 49, of which amount \$1,000,000 came from the sale of the road; total credits for amounts paid for same time, \$1,806,823 49, of which amount \$925,000, is due from D. McLaren for balance of purchase money.

The following gives details of earnings and expenses.

DETAILS OF EARNINGS.	
Freight earnings .....	\$166,456 81
Passenger earnings .....	120,859 60
Express earnings .....	4,996 07
Mail earnings .....	5,088 04

\$297,320 52

OPERATING ACCOUNT—EXPENDITURES.	
Operating expense .....	\$319,688 16
Taxes .....	5,715 49
Interest .....	5,062 22
Legal expenses .....	60 00

\$330,525 87

RECEIPTS.	
Gross earnings .....	\$297,320 52
Sale of scrap .....	9,633 88
Mileage of cars .....	4,638 13
Rent .....	965 66

\$12,558 18

Loss on operating .....

**Detroit, Lansing and Lake Michigan R. R.**

The Grand Rapids *Eagle* thus refers to the prospects for the early completion of this road and its branches; also to its present and prospective business:

Undoubtedly the Detroit, Lansing and Lake Michigan Railroad will be finished west from Howard City to a junction with the Muskegon and Big Rapids Road, at Fremont Center, in Newaygo county the coming summer. It will pass the village of Newaygo, almost through it, on the high table lands across the river from the main portion of the village. The road will be nearer the business center there, if built on the probable line, than the D. and M. is to the business centre of this city. Whether it will be completed any further than Fremont Center or not, is a question that no one, except perhaps Messrs. Joy and Smith, has attempted to answer.

The Stanton Branch from Ionia, north will be completed to the former village, and the cars will run over the whole line in a very few days. Recently some hint has been given, though its correctness cannot be vouched for, of the route and final terminus of the road. It is said it will be built this summer to a junction with the Flint and Pere Marquette Railroad at a point about ten miles east of Evart. It is further rumored that the road will push on to the Straits of Mackinac which it will reach by January 1, 1875. Perhaps it will join the Jackson, Lansing and Saginaw road, when it gets far enough north, as both roads are practically under the same management, financially.

The road is said to be paying well already. One item of freight is 40,000 feet of saw logs, shipped to Ionia every day over it. There the logs are cut into lumber, seasoned and shipped out again over the main line or the D. and M. in about ten days from the time the trees are cut down, so it is said. Railroad and lumbering are "business" in Michigan. To a certain extent the same story might be told of some of the roads entering this city; and doubtless such traffic will increase,

#### The National Railway Controversy.

The opinion of Vice-Chancellor Dodd, in the case of the Pennsylvania Railroad Company against the Stanhope, was given at Trenton on the 5th inst. The decision is altogether in favor of the Pennsylvania Railroad Company. The Vice-Chancellor decided that, independently of the charge of fraud in procuring the passage of the Stanhope bill, the exclusive right conferred by the Camden and Amboy charter of 1830 still holds good as against any other road intended to injuriously compete with that company. The only remedy is the passage of an act granting a plain franchise for the construction of another road. The accommodation of the public, the Chancellor said, could have no place in court. That was a matter that rested solely with the Legislature. If that body will not charter a new road legally, it is their fault, and the fault of the people who elected them. The Pennsylvania company must be considered a party. The complainants have a clear title; the defendants none. The National Railway Company have no right to construct a road between New York and Philadelphia, and must be enjoined from any further proceedings in that direction. The injunction was made perpetual. The authority asserted by the defendants was derived from combining a number of separately granted charters, viz., for the National Railway Company, the Pepack and Plainfield Railroad, Millstone and Trenton Railroad, Elizabeth and New Providence Railroad, the New Jersey Trust Company, Narrow Gauge Railroad and the Stanhope Railroad.

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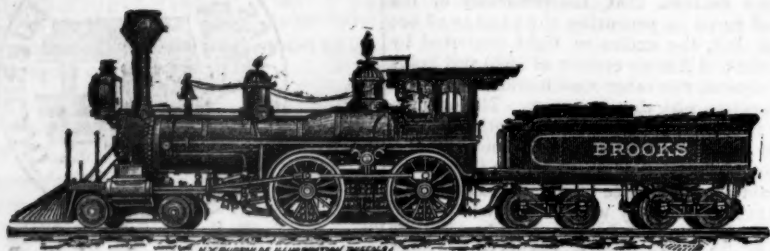
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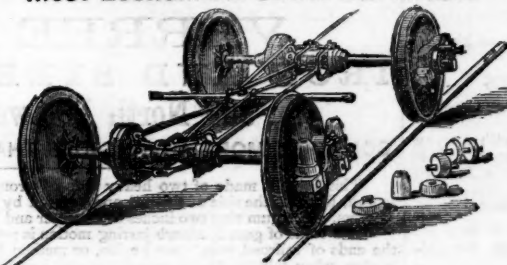
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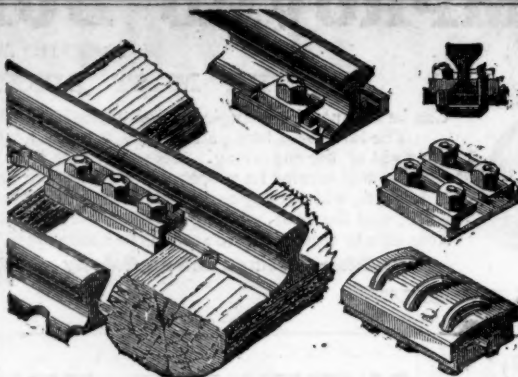
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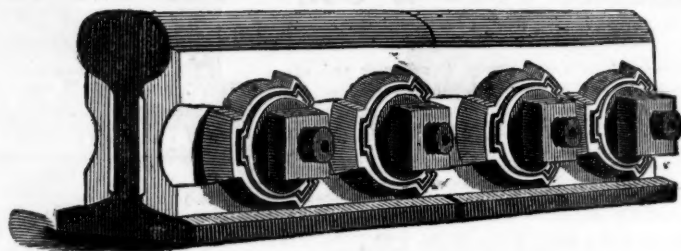
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

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That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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